

YOUR PRINTING  
can safely be left with the  
**CHINA MAIL.**  
SATISFACTION ASSURED.  
REASONABLE PRICES.

# The China Mail.



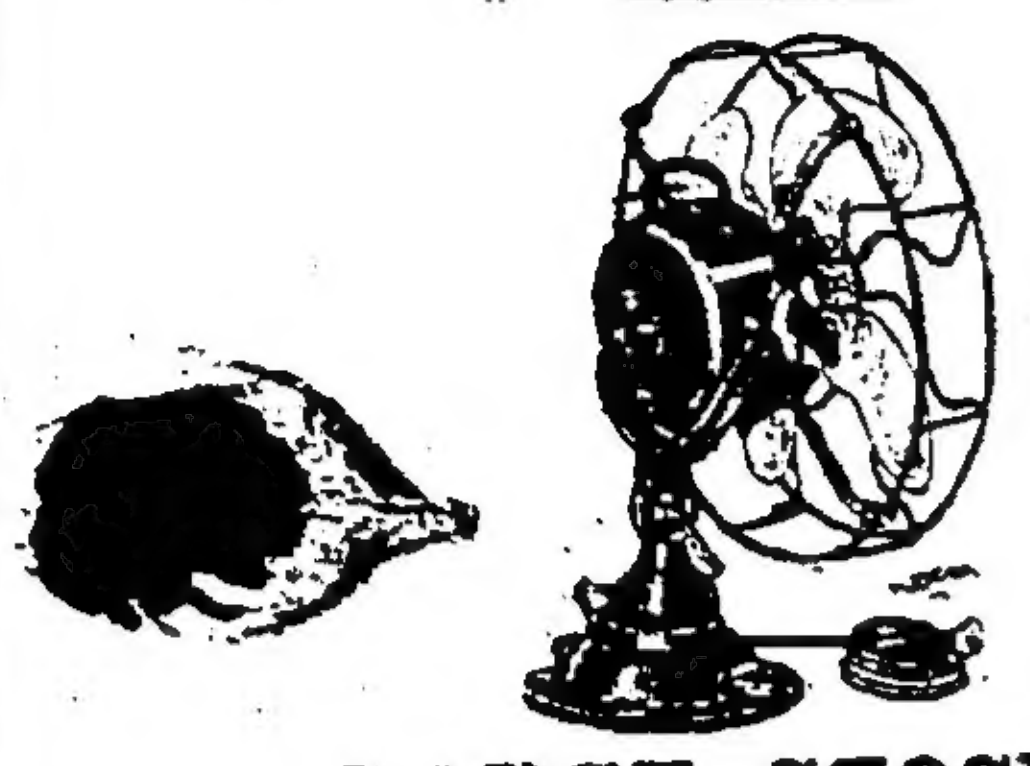
July 14, 1921, Temperature 70. Barometer 29.31 Rainfall 0.00 inch Humidity 69- July 14, 1920, Temperature 82

No. 18,300. 肆拜禮 號四十七月一年一十二百九千一英 HONGKONG, THURSDAY, JULY 14, 1921. 日十初月六酉辛大歲年十國民華中 PRICE \$3.00 Per Month

## BUSINESS NOTICES

### FANS.

THE HOT WEATHER IS HERE  
**BUY NOW.**



**LARGE STOCKS.**

**THE GENERAL ELECTRIC Co. (of China), Ltd**  
Queen's Buildings. Tel. 518.

### DRAGON MOTOR CAR CO., LTD.

THE EUROPEAN GARAGE.  
Open and Closed  
**CARS FOR HIRE**  
TEL. 482. in Hongkong and Kowloon. TEL. 3552

Dana Textile Driving Belts,  
Cycloid Ball Bearings,  
Electric Motors,  
Scientific Instruments.

FROM

**THE DANISH CHINESE COMMERCIAL CO., LTD.**  
1A, "Chater" Road.

## YEE SANG FAT CO.

## SUMMER SALE

### BARGAINS

in  
**ALL DEPARTMENTS.**

**SALE STARTS 1st July**

**FOR CASH ONLY.**

## DONNELLY & WHYTE.

WINE MERCHANTS. Tel. 636.

SEE OUR EXTREMELY LOW CASH PRICES FOR  
THE WORLD FAMOUS PERFUMES

### GUERLAIN

|                               |      |                         |       |
|-------------------------------|------|-------------------------|-------|
| Eau de Cologne—Imperial Flair | 9.00 | Parfums—Nicky           | 4.00  |
| Leif de Concombre             | 1.00 | Bois de la Parfumerie   | 4.00  |
| " " Rose                      | 2.00 | Jaeger Club             | 4.00  |
| Poudre Magnifique             | 2.50 | Flair Qui Mont          | 5.50  |
| Ladies in all climates        | 2.50 | Le Mouchoir de Monsieur | 6.00  |
| Blanche                       | 2.00 | Le Bon Vieux Temps      | 6.00  |
| Talc—Perfume                  | 1.00 | Hilary                  | 7.50  |
| Ornons de France              | 1.50 | Mi Mai                  | 7.50  |
| " " Divine Fantasy            | 1.50 | Jasmin de la            | 7.50  |
|                               |      | Rose de la Paix         | 10.50 |
|                               |      | " " Heave Blue          | 10.50 |
|                               |      | Champs Elysee           | 11.00 |

**J. ULLMANN & CO.**  
Sole Distributors.

## TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

### BANQUE INDUSTRIELLE.

PLAN FOR CHINESE DEPOSITORS TO RECEIVE FULL  
PAYMENT AND FRENCH HALF.

### PROFFERED MEDIATION.

PARIS, July 13.  
The New York Herald Paris edition learns that M. Jules Cambon, president of the Franco-American Subsidiary Standard Oil Co., has offered to mediate in the affairs of the Banque Industrielle. M. Luchaire, the Minister of the Liberated Regions is in daily conference with him. The Herald adds that a plan has been proposed whereby Chinese depositors will be paid in full and French depositors will receive 50 per cent of their claims.

### FASCIST TERRORISM.

### SOCIALISTS ATTACK BRITISH PARTY IN MISTAKE.

ROME, July 13.  
Renewal of Fascist terrorism in the provinces resulted in tragedy to Britishers at Viterbo. The socialist inhabitants of the town rushed to arms to repel the advance of the Fascists whose activities in neighbouring villages ended in the killing of a peasant. A motor car containing a British family named Beckett entering Viterbo was mistaken for Fascist and fired on. One of the party was killed and three wounded.

### SOUTH IRISH PARLIAMENT.

### A MEAGRE ATTENDANCE.

LONDON, July 13.  
Only two members of the House and eleven senators attended the Southern Irish Parliament in Dublin. A senator's motion was adopted adjourning sine die pending a communication by the King. The two members of the Commons sat privately.

### KIDNAPPED EARL RELEASED.

LONDON, July 13.  
The Earl of Bandon who was kidnapped by Sinn Feiners has been liberated.

### ROYAL VISIT TO CHANNEL ISLANDS.

### MANY QUAIN FEUDAL CEREMONIES.

LONDON, July 13.  
The King and Queen have concluded a two-day visit to the Channel Islands. They were welcomed with great enthusiasm. There were many quaint feudal ceremonies. Beacon fires, fire works, and illuminations were unceasing both nights.

### WRANGLE'S PLOTS.

### NO ASSISTANCE FROM BRITISH AT CONSTANTINOPLE.

LONDON, July 14.  
In the House of Commons, Commander Kenworthy asked if General Wrangle with headquarters in Constantinople, assisted and protected by the British authorities, was plotting against the Russian Government. Mr. Cecil Harmsworth declared that the allegations were without foundation.

### DROUGHT IN FRANCE.

### WOODS AND WHEATFIELDS SWEEPED BY FIRE.

LONDON, July 13.  
According to Paris messages, France is affected by the heat and drought even worse than England. The shade temperature was 100 degrees. Many woods and wheatfields have been swept by fire. There was 5,000,000 francs damage at a conflagration at Natchette publishing works and several millions through the gutting of celluloid works in the suburbs.

### COLONIAL EXHIBITION.

### PARIS TO SPEND FIFTY MILLION FRANCS.

PARIS, July 13.  
The Paris Municipality estimates an outlay of 50,000,000 francs for the inter-allied colonial exhibition in 1925. The difficulty of providing ample space will be met by the selection of two different parts of the city for displays.

### RIFLE SHOOTING.

### SCOTTISH TEAM WINS ELCHO SHIELD.

GLASGOW, July 13.  
The Elcho shield competition, at nine hundred, a thousand, and eleven hundred yards, was won by Scotland. Points scored in the final stage were Scotland 1625, England 1601, and Ireland 1489.

### HOME CRIKET.

### SCOTLAND DRAWS WITH AUSTRALIANS.

LONDON, July 13.  
At Perth, Scotland made 162 runs. Campbell and Ferguson made 39 and 87 respectively. Scotland followed on with 79 runs for no wickets. Kerr made 60. The match was drawn.

### REDUCED WAGES.

### ENGINEERS ACCEPT TERMS BY BIG MAJORITY.

LONDON, July 13.  
The ballot of engineers has resulted in the acceptance of the proposed wage reductions by a substantial majority.

## THE DOLLAR.

To-day's closing rate 2/8 1/8  
To-day's opening rate 2/8 3/8

### "AN AWFUL TROUBLE."

A MARINE ENGINEER  
CAUTIONED.

### NUISANCE TO THE DISTRICT.

Described as a nuisance to the district, Thomas Henry Poole, a marine engineer living at No. 87, Park Street, Yau-mai, appeared before Magistrate Orme this morning to answer a charge of assault laid by S. Danenberg, of the same address. Inspector Brown, who was in charge of the case, said that the complainant had failed to put in an appearance, but as the defendant had been "an awful trouble" in the district he hoped the Magistrate would bind him over to be of good behaviour. The police had been called in dozens of times to settle disturbances in which this man was concerned. He had been a nuisance in the district ever since he came there. The Magistrate said that he felt he could not bind a man over against whom no evidence had been brought but he would warn the defendant that he had better be careful not to get into court again otherwise he would be dealt with severely and probably have to go to jail. If defendant did come his present attendance would count against him. This time he would be discharged but he had better take great care.

### PRISONER'S ESCAPE.

CONSTABLE CHARGED WITH  
GROSS NEGLIGENCE.

### "A VERY SERIOUS CASE."

The Captain Superintendent of Police, Mr. E. D. C. Wolfe, attended before Magistrate Orme this morning to charge a constable named Ho Tsun with gross neglect of duty by allowing a prisoner in his special charge to escape at the Government Civil Hospital on June 13. The defendant intimated that the state of his health at the time made it necessary for him to leave his post. The prisoner was apparently asleep and he thought he might safely do so. Mr. Wolfe said that the police constable's instructions were that he was to remain on duty outside the ward in which the prisoners were kept and that he was not to go inside. The lavatory at the far end of the ward was not for the looking at all. Mr. Wolfe added that as more than one case of a prisoner escaping from the hospital had occurred the police had arranged with the medical authorities to build this room specially for prisoners. The reason definite instructions had been given that the lookings should remain outside was that a fairly strong prisoner, although in hospital for some reason, might knock the looking on the head. They were not to go inside for any reason unless there was another man standing by, and of course the use of the prisoner's latrine was absolutely unauthorised. Mr. Wolfe suggested that there must have been either very gross neglect or deliberate intent to enable the prisoner to escape; the man was a pretty desperate character and it was the result of his efforts to escape that caused his being in hospital. He had five truncheon wounds, having been necessary to use a truncheon before he was arrested. Mr. Wolfe explained that the constable left the key in the lock and walked through the ward to a lavatory on the verandah so that the prisoner was between him and the door. He suggested that the maximum penalty should be imposed. It was only fair to say that defendant was a comparatively new man. He had six months' service and had been through the police training school where a thorough course of instruction was given nowadays unlike the old days when new men had to pick up what they could by attendance at the Courts. The Magistrate said that in the absence of any direct evidence of collusion he did not think that the maximum penalty, which was reserved for the very worst cases, would be quite in order. It was a very serious case but as the defendant was a comparatively new man he would pass sentence of four months' imprisonment.

Mr. Louis Burke Esq. has been passed as First Class Engineer.

A non-fatal case of enteric fever, British was notified yesterday.

## BUSINESS NOTICES

## NOT REVISED PRICES

BUT VALUE PRICES FOR NEW GOODS.

### ENGLISH BATHING COSTUMES

We have just received a delivery of English-made Navy Stockings Bathing Costumes. Plain Navy only.

Also in Plain Navy with Cardinal or White Trimmings very neat and smart.

**\$4.00** Suit

**\$4.50** Suit

Special Window Display Now Showing.

**MACKINTOSH & Co., Ltd.** Men's Wear Specialists. 16 Des Voeux Rd. Tel. 28.

WE ARE NOW CARRYING  
STOCKS OF HIGH CLASS  
**DUTCH HAVANA CIGARS**

### THE PHARMACY

22, Queen's Road. Tel. 345

## "ENSIGN BRAND" TEAS.

BROKEN-PEKOE (IT'S WORTH DRINKING).

THE FINEST OF ITS KIND  
SOLD IN THE COLONY.

One-pound Packets from Store-keepers.

The Blue Bird and

The Grasco Egyptian Tobacco Store.

Or from

The Gladale & Terramia Tea Agency.

**DANIELS & CO., 17, Wyndham (Flower) Street.**

ESTABLISHED 1900.  
TELEPHONE 2843.

## TAILORING

**DISS BROS.**  
ALEXANDRA BUILDINGS.

## ERVEN LUCAS BOLS

BOLS GENEVA & BOLS DEY GIN.

OBTAINABLE AT:-

**CALDBECK, MACGREGOR & CO., LTD.**  
15, QUEEN'S ROAD CENTRAL. TEL. 75.



## EVERYTHING IN THE SWIMMING LINE

FOR  
**LADIES and GENTS**

INCLUDING

VEST, BONNETS, WIGGS,  
TOWELS, SHOES, Etc.

Get ready for the Swimming Season  
By equipping yourself.

AT

**THE SINCERE CO., LTD.**

"HONGKONG IMPORTERS"



## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS

## Public Auctions

THE Undermentioned have received instructions to sell by Public Auction, on

FRIDAY, July 15, 1921.

commencing at 11.30 a.m.

At Godown A of The Hongkong &amp; Kowloon Wharf &amp; Godown Co., Ltd., Yau Ma Tei.

500 bundles Mild Steel Corrugated Structural Grade Bars 1/2" x 40"

24 bundles Mild Steel Corrugated Structural Grade Bars 3/8" x 40"

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

WEDNESDAY, July 20, 1921.

commencing at 9.45 p.m.

At No. 40, Hampshire Building, Kowloon.

A Large Quantity of Valuable Household Furniture.

(Full Particulars from Catalogue).

On view on day of sale.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

HONGKONG, July 13, 1921.

## THE WATER SUPPLY.

Level and Storage of water in reservoirs on the 14th July, 1921.

CITY AND NEW DISTRICT WATER WORKS LEVEL.

1921. 1920.

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## INTIMATIONS

## YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for infants which keeps good quality during Hot weather (2) LACTOGEN (Milk Sugar) for sweetening the foods of Infants and Dyspeptics (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI &amp; CO.,

Sole Agents for Hongkong and South China.

Nos. 17 &amp; 19, Connaught Road Central, Hongkong.

Telephone Nos. 125

理代泰豐泰

FOR SALE.

## CHINA PICTORIAL AERIAL POSTAGE STAMPS,

at \$3.75 net per set.

GRAOA &amp; CO.,

Dealers in Postage Stamps, Philatelic Goods, Post Cards, Toys, &amp;c.

No. 10, Wyndham Street, Hongkong.

P. O. Box 620.

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER.

CHERRY &amp; CO.,

PEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 421.

Hongkong, March 20, 1914.

TANG YUK, DESIGNER.

of the late SIEN TING,

14, D'Agulhar Street.

TERMS VERY MODERATE.

CONSULTATION FREE.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

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THERAPION No. 60

## FOREVER ENGLAND.

## THE GIRDLE OF HONOUR.

## WAR GRAVES IN THE EAST.

The middle-aged and much-travelled Briton who, after six volcanic years, summons up what remains to him of interest and aspiration, and sets forth upon a Continental tour, does so with the consciousness that he may not find things precisely as they were before 1914; and if he be a more or less receptive and sympathetic person he will not be far upon his travels before it dawns upon him that it is not so much in the material conditions of travel-conditions too familiar to the senses round which the rags and tatters of war still cling to cause much comment—that the changes lie, but in himself and his fellow travellers; for it may, indeed, be said that there are few tourists now, but many pilgrims. In the company of these pilgrims travel, it is true, refugees and packmen, soldiers and diplomats, but the tourist, with nothing to guide him but his guide-book, and no goals but those mentioned therein, is rare. That shy, jovial, comfortable, matter-of-fact person, who left his comfortable, matter-of-fact country for a month or two's holiday in lands of whose language, customs, and history he was profoundly and most contentedly ignorant, will not be quite so much in evidence in this generation. For nowadays there are few English men or women whose hearts do not hold the name of a shrine in some far-off land; few whose hands do not grasp some ragged staff of grief or tragic memory to guide them thither. They do not always formulate this to themselves, it is true, and never to the chance stranger. They tell you that it is possible to get abroad again now fairly easily, in spite of all this absurd fuss about passports, and that they would like to see the ruins of Ypres, and if there is anything left of the dug-outs and trenches on the Somme. "I had two boys fighting there. This is going to be a beastly winter in England, coal strikes and that sort of thing. I thought I would get out to Egypt and have some sun. We may run on to Jerusalem—my second boy was in Palestine." Commonplace many of them, with unemotional faces and indifferent voices, but wearing the dedicatory, if invisible, cockle-shell in their unpicturesque hats.

## A WORLD CHAIN.

It was a Sunday morning in October when we started on the first stage of a journey to the Near East, with the object of visiting the British war cemeteries, those distant links in the great chain of our dead which to-day binds the world, writes a special correspondent in the *Daily Telegraph*. It was cold and windy—prematurely so for the time of year—but befitting the day which pre-

ceded the opening of one of the recurring coal strikes, and as we raced across the foamy Channel it seemed as if England turned towards us an unusually pale cheek of uncomfortable foreboding. Lonely and tired she seemed, the proud, grey-haired mother of thousands of dead, dutiful sons, the first of whose graves lay almost within her view, on the other side of those narrow waters, in Calais cemetery. Heaven grant that she, weary of wrestling with the passions of the unruly children remaining to her, and strengthened by that distant vision, may bear the challenge of her dead into the hearts of her living, for whose union their sacrifice was made, and let it triumph there by its irresistible appeal over men's selfishness or sloth.

Shortly after landing we were in the Orient Express, dashing past the French Communal Cemetery at Wimereux, where our graves overflowed towards the railway, and then through the sand dunes of Picardy, sacred for ever to the memory of tens of thousands of wounded who lay in hospitals here bombed by the enemy, until we reached, on the right, the river's mouth and the two tall lighthouses, and on the left, with its background of pines and sandhills, the grave sown expanse, faintly coloured with autumn flowers, of the English British Cemetery. Here the dead lie in battalions, the wooden crosses, waiting to be replaced by the simple headstones, standing silent and undisturbed, the only movement being that of scattered gardeners, transforming the sand-swept French soil into a veritable bit of England with the unrivalled skill and patience which have made our homes something different from anything anywhere else in the world. Would it not be well if all the expresses, instead of flashing past this great milestone, could be slowed at the cost of one or two brief moments? Surely the negligible loss of time would be compensated for by the opportunity thus given for the living to renew their vows to the dead, whose presence on that foreign ground should help to bring about the peace of nations.

## HEROES OF HALF-A-CENTURY AGO.

On our way to the Eastern fronts we saw no more British cemeteries; the carriage we entered at Calais was the same from which we alighted at Constantinople five days later. And yet, though we saw it not after Etaples, we knew that the chain of our dead, of our own British dead, extended attenuatedly across all the countries through which we passed. Beyond the stately cemeteries of Etaples and Ypres, in Serbia, Bulgaria, Turkey, the little plots of England, sometimes as enclosures of their own, at others partitioned off in some public or municipal cemetery, Great Britain has put the girdle of honour about the world in these last wild years. The empire of her dead may yet be mightier than that of her living when she has had time to reflect on the magnitude of the debt she owes them.

and on the sterling coin of duty and patience which must be minted before it can be discharged.

Pondering on these things, it was perhaps not an inappropriate beginning to our pilgrimage that the first British cemetery in which we actually set foot was the old Crimean one of Scutari, to reach which you cross the Bosphorus at Constantinople and land in Asia Minor. There on the hill where stands the Florence Nightingale Hospital are the graves of our countrymen, who fought on the side of France against a common enemy—the graves of not a few private soldiers even yet without headstones. There also, a little further up in a plot by themselves, are the fresh mounds with their simple wooden crosses of our sailors and soldiers who died fighting again, after more than half a century, as the ally of France, with for a time the quarrel common enemy as a common friend. It is an impressive place when so considered, and might afford an equally fallacious platform for the shallow pacifist or the narrow-minded militarist. It should rather, if there is any hope for this poor, shattered world of ours, be held sacred by the believer in a future League of Nations, to which the consolidated and time-forged friendship of France and England are fundamental, and regarded by him as a spot where with renewed faith he may quote as epitaph the lines of Isabel of France:

So be there twixt your kingdoms

such a spouse,

That never may ill office or fell

jealousy,

Which troubles off the bed of

blessed marriage:

Thrust in between the paction of

these kingdoms,

To make divorce of their incor-

porate league;

That English may as French,

French Englishmen,

Receive each other!—God speak

this Amen!

THE HONGKONG HOTEL CO., LTD.

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**Hughes & Hough**  
AUCTIONEERS TO THE GOVERNMENT  
AND ADMIRALTY.

Coal Contractors  
General Brokers.

### PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED)

**FRIDAY,**  
July 15, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Lee House Street, Chinese Porcelains, Carols, Lacquered Ware, &c., &c.

Including a variety of 5-coloured and 3-coloured Vases, Wall Plates, Table Screens, Blue and White Vases and Lacquered burners, Old Bronze and Brass Figures and Vases, Katakones, Lacquered Ware, Ivory, Jade, Agate and Crystal Ornaments.

The above stock recently arrived from the North and includes pieces from the Ming, Kanghi, Kienlung and Tchow-wong Periods.

The bulk of which will be sold without reserve.

Also  
**One Carved Ivory Tusk and Stands.**  
Length 7 ft. weight 50 lbs.  
(Full Particulars from Catalogue).  
On view from afternoon before sale.  
Terms—Cash on delivery.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, July 8, 1921.

(FOR ACCOUNT OF THE CONCERNED)

**SATURDAY,**  
July 16, 1921, at 12 (Noon), at their Sales Rooms,

No. 8, Des Vaux Road, Corner of Lee House Street, 2 Painter Bitch Pups, 7 weeks old.

Subject to small Reserve.  
Terms—Cash on delivery.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, July 13, 1921.

### INTIMATIONS

THE BRITISH LEGION.  
(Hongkong & China Branch).

THE COMMITTEE of the BRITISH LEGION, would be grateful if firms having vacancies on their staff would notify the Hon. Secretary, (Mr. H. E. HODGES, Land Office, Courts of Justice) to that effect stating their requirements, & thus possibly assist unemployed Ex-Service men to obtain work.

### NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 7th, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

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5, Wyndham Street.  
Hongkong, July 7, 1921.

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FOR SALE.—A Complete Dispensary with flap stoppered GOLD LABEL BOTTLES, FURNITURE and FITTINGS, &c. Suitable for a medical practitioner. Box No. 1301, c/o "CHINA MAIL."

FOR SALE.—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plan & further particulars apply Box 1353, c/o "CHINA MAIL."

### TO LET.

TO LET.—LARGE GODOWN AT WANCHAI, (known as Mody Godown). Apply to LEE HAY SAN & Co., 202, Queen's Road Central.

TO LET.—GODOWN at Yau-mat. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

### INTIMATIONS.

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim Dividend of £3 per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1921, at rate of 2/7 per dollar.

The dividend will be payable on and after MONDAY, the 8th August, 1921, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED, from MONDAY, the 25th July, to SATURDAY, the 6th August, 1921, (both days inclusive) during which period no transfer of shares can be registered.  
By Order of the Board of Directors,  
A. G. STEPHEN,  
Chief Manager.  
Hongkong, July 12, 1921.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

AN INTERIM DIVIDEND OF FOUR DOLLARS per share for the six months ending 30th June, 1921, will be payable on TUESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th to TUESDAY, the 26th July, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
L. S. GREENHILL,  
Acting Secretary.  
Hongkong, July 12, 1921.

THE HONGKONG CENTRAL ESTATE, LIMITED.

AN INTERIM DIVIDEND OF FOUR DOLLARS per share for the six months ending 30th June, 1921, will be payable on TUESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th to TUESDAY, the 26th July, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
L. S. GREENHILL,  
Acting Secretary to  
The General Manager.  
Hongkong, July 12, 1921.

THE WEST POINT BUILDING CO., LTD.

AN INTERIM DIVIDEND of TWELVE DOLLARS per share for the six months ending 30th June, 1921, will be payable on TUESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 19th to TUESDAY, the 26th July, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
L. S. GREENHILL,  
Acting Secretary to  
The Hongkong Land Investment & Agency Co., Ltd.  
General Agents for  
The West Point Building Co., Ltd.  
Hongkong, July 12, 1921.

### OUR FOREIGN RIVALS.

GRAVE OUTLOOK FOR STEEL INDUSTRY.

THREAT OF STRIKES AND DEAR COAL.

"Even if the coal crisis had never occurred, every iron furnace in this country would be closed by this time. We are passing through the most serious industrial crisis in history. I only pray that somehow we shall find a way out."

This is the solemn warning uttered by Mr. More Ritchie, one of the biggest iron manufacturers in Great Britain, who made some startling revelations on the condition of the iron industry to a Press representative. The coal stoppage, he said, was partly to blame, but the chief trouble was the high price of coal. If the crisis were settled to-morrow it would make no difference to the iron industry, unless cheaper coal resulted.

"Speaking as chairman or director of six big companies making pig iron, four of which also are steel works, I say there is not a ton of pig iron or steel being made at any of these places. We cannot afford to pay the price of fuel."

"There is a difference of pounds per ton between the price of making steel in this country and in France, Belgium, or Germany. The result is that we are losing our markets. It may mean ruin."

"Of course there are various causes, and not the least is the rate of exchange. But labour troubles have played a great part in bringing about the present state of affairs, not so much in our industry, where the men were very highly paid, as in others. We are still suffering from the consequences of the coal strike of last October. The British iron and steel industries are the largest consumers of coal in this country, and even if the strike suddenly ended and the price of fuel dropped to an economic level, it would take months before we could get back into working order. Some of the furnaces have been burnt out altogether, and will require to be relined, and otherwise renewed—a very long process. Others are in such a condition that to rework them will need an abnormal amount of fuel and a heavy expenditure."

"Last year's coal strike destroyed confidence; markets were lost and the buying of pig iron practically stopped. These strikes paralysed the industry. Thousands of men in the iron industry have been thrown out of work, and thousands must remain in enforced idleness."

"In France, Belgium, and Germany the men are working extra hours for less wages, and their output is very considerable. The position is most serious."

"As long as foreign iron and steel can be sold in this country for less, pounds less, per ton than our own price, I state here that any resumption of manufacture will entail a big loss, and is impossible. The result, I feel, will be unemployment, and the triumph of foreign rivals. I am not concerned with the merits of the present dispute. As an ironmaster I only wish to state cold facts."

"I may add it is all the worse for steel and iron workers, since strikes among them have been rare, and the men have been well paid."

"The British steel and iron industry is gravely menaced. If there is no cheaper coal it may be totally paralysed."

### TRAGIC INCIDENT.

MINER DIES TO SAVE SISTER.

CLASPED IN HIS ARMS IN MOTOR SMASH.

Eye-witnesses of the motor smash at Cudworth, near Barnsley, Yorks, tell how a miner, who had clasped his little sister in his arms in order to save her, was himself killed.

David Farrer, 38, High Ackworth, near Pontefract, with his three-year-old sister Doris, had accepted a lift in an Army motor-lorry driven by Leonard J. Thomas. Near Cudworth the vehicle swerved across the road, crashed through the fence, and toppled over into a field, about two yards below the level of the road.

Farrer was seen to clasp the girl in his arms as the vehicle fell. He was instantly killed, but except for slight bruises the child was unhurt. Thomas was pinned underneath the vehicle and received injuries to his leg.

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"I may add it is all the worse for steel and iron workers, since strikes among them have been rare, and the men have been well paid."

"The British steel and iron industry is gravely menaced. If there is no cheaper coal it may be totally paralysed."

### THE 25 WIFE.

AFRICA'S LATEST.

A PROBLEM SOLVED.

From Africa we always have something new. The solution of a problem which has long puzzled the human race has now been discovered by the co-operation of the Republic of Liberia with the Colony of Sierra Leone. Of the value to be set upon a wife wise and good men have formed very different estimates. The statements of Solomon, though emphatic and even enthusiastic, lack precision, and, while we have to admit that his own matrimonial career may be interpreted as proof that he considered a wife one of those good things of which a man can hardly have too many, we doubt whether his precepts and example have ever been considered by women as constituting an adequate standard. Sierra Leone and Liberia have succeeded where Solomon failed. They are precise to a penny. The price for a lawfully married wife is "a sum not exceeding £5 sterling." This momentous decision was made four years ago in a convention negotiated by Mr. Balfour, who was then Foreign Secretary, and the Liberian Minister. But the mills of diplomacy grind slowly, and the regulations have only just been exchanged. For four years the wives in the frontier districts of Liberia and Sierra Leone have remained of uncertain value, and we trust that the delay has not caused much domestic unhappiness. In the past, as we infer from the convention itself, uncertainty has been the cause of disputes among the frontier tribes. Benedict on one side of the border has quarrelled with Beatrice on the other, or, what is worse—though in civilised society even more common with Beatrice's male relatives—has cavilled at the sum he was expected to pay for her. Beatrice, perhaps, formed an exaggerated estimate of her value; her father demanded £5 instead of £5, or at least stood out for guineas. How could the course of true love run smooth? It is to be observed that even now there is no minimum price, but only a maximum. The lover "sighing like furnace"

**Liver**

Depressed in the mornings sometimes? Get rid of it! Half a teaspoonful of Kruschen Salts in a tumbler of hot water every morning. Every morning—that's the point to remember. Enough for two months in a bottle.

**Kruschen Salts**

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may buy as cheaply as he can, what he must not do is to offer more than the amount fixed by the wife controllers. We presume that there is a shortage of the commodity, and that it has been found necessary to imitate our own war restrictions. But we must remind the swains of Liberia and Sierra Leone of the leading case of Lord Rhonda and the rabbits. When the ukase went forth that no rabbit should be sold above a certain price there were suddenly no rabbits to be bought. We trust that in the marches of Liberia wives will not vanish from the market. It is, however, consoling to find that no measure of rationing is contemplated by the convention. That it will satisfy our feminists is not to be expected. Even with the price of all commodities falling, they can hardly accept as equitable a maximum price of £5 a head. But the imputation that the convention is framed to support the monstrous regiment of men cannot be admitted. No woman, it ordains, "shall be compelled to return to a claimant without her consent," not though she has in whatever is the Liberian equivalent for a pocket his £5. Thus are the rights of women amply vindicated.—Daily Telegraph.

### VICTORS AT THE HOTELS.

HONGKONG HOTEL.

July 13.

Mr. W. Anderson and Mrs. C. J. Hill  
Mr. J. W. Andrews Hill  
Mr. F. J. Annesley Mr. M. H. Hoffmann  
Mr. F. Z. de Ayala Mr. E. C. Hoffmann  
Mr. J. E. de Beau-Me, Hoang  
champ Mr. G. Hoppe  
Mrs. E. R. Belliss Mr. J. Horner  
Mr. and Mrs. C. H. Mr. H. O. Hoze  
Beauchamp  
Mrs. Blackburn Mr. E. M. Joseph  
Mr. H. F. Blum Mr. K. W. Hsu  
Mr. W. R. Broadwith and child  
Capt. Blanche Mrs. F. Foulness  
Mr. and Mrs. C. Miss H. Little  
Bracken Mr. R. Luthy  
Mr. W. B. Cyprian Mr. P. Marks  
Mr. A. Carlson Mr. W. P. Miller  
Mr. and Mrs. A. C. Mr. H. N. Nolasco  
Chandler L. and Mrs. J.  
Mr. and Mrs. K. S. O'Connor  
Clark and child Miss D. E. Pepperell  
Mr. C. D. Collins Mr. S. A. Perry  
Mr. N. Coughner Opt. J. Robinson  
Mr. V. Daroff D. and Mrs. J.  
Miss F. A. Deakin Samuels  
Mr. S. T. Enevoldsen Mr. W. Skinner  
Mr. C. W. Felt Mr. V. de Stagen  
Engineer-Captain Mr. Frank Stralman  
S. P. Ferguson Mr. A. Stok  
Mr. J. C. Finch Sr. Eric & Lady  
Mr. P. N. Forman Stuart Taylor  
Mr. N. W. Gannett Mr. N. V. Isakov  
Mr. J. H. Gill Mr. H. B. Waring  
Mrs. Gloria Mr. W. W. Willoughby  
Capt. T. P. Hall  
Miss M. Hallatt Mr. S. Yamoguchi  
Mr. J. Scott-Harison  
Miss M. de Meneses

REFUGEE HAY HOTEL.

Mr. H. B. Campbell Mr. G. A. Mignault  
Mr. Columbus Mr. E. Molin  
Mr. J. D. Dauby Mr. and Mrs. R.  
Mr. R. A. Focke Negro  
Mr. and Mrs. G. Earl Mr. and Mrs. S.  
Mrs. G. Earl Taylor  
Mr. and Mrs. Har-Mr. and Mrs. T.  
Lynch

PEAK HOTEL.

July 2.

Mr. J. Angius Mr. D. Hall  
Mrs. McAlister Major Harding  
Mr. W. Anderson Mr. and Mrs. A. H.  
Mr. and Mrs. W. Holt  
Armstrong Mr. Ellis Kadocie  
Mr. and Mrs. Ashton Mr. and Mrs. N. B.  
Mr. K. H. Ammiller Karanjia  
Mr. E. C. Bell Mr. and Mrs. K.  
Mr. V. Benjamin Kolesky  
Mr. H. Bine Miss Kozolevsky  
Mr. R. E. O. Bird Mr. J. H. King  
Mrs. D. K. Blair Mr. E. P. Lamarch  
Mr. F. Boullet Mr. J. D. Lloyd  
Mr. J. V. Brads Mr. R. MacGregor  
Mr. M. J. Breen Mr. and Mrs. W.  
Mr. J. G. Bridger Mayer  
Mr. H. B. Bridger Mr. and Mrs. J. P.  
Mr. M. H. Brown Miller  
Lt. C. H. Caras Capt. & Mrs. V. S. Mills  
Mr. G. P. Caville Mr. T. Mitchell  
Mr. and Mrs. J. A. Hon. Mr. and Mrs. T.  
Edwick  
Major G. J. Chap. L. Perkins  
Mr. and Mrs. T. W. Roberts  
Church Mr. J. S. Robinson  
Miss Clarke Mr. and Mrs. K. K.  
Mr. and Mrs. Cockburn Badger  
Miss M. Cooper Mr. R. P. Shaw  
Mr. Cornack Mrs. W. A. Shera  
Mr. W. A. Cornell Mr. A. Findlay Smith  
Mr. T. Cravell Mr. H. Spicer  
Mr. B. Crowley Mr. J. F. Wendell  
Col. G. W. Davey Mr. and Mrs. J.  
Eng-Comdr. W. Syrett  
Dawson Dr. D. H. Thomas  
Miss Fairly Mr. P. S. Timmins  
Rev. and Mrs. W. T. Mr. H. H. Webster  
Featherstone  
Mr. F. W. Gibbons Mrs. E. J. Weekes  
Mr. and Mrs. G. W. Mr. and Mrs. M. Weil  
Green

KING EDWARD HOTEL.

Mrs. R. Almond Mrs. G. Mackay  
Dr. M. E. Asger Mr. E. Y. Manners  
Miss L. Barker Mr. and Mrs. Marcus  
Mr. H. Barker Mr. R. L. Marton  
Mr. F. G. Becke Mr. J. A. McDonnell  
Mr. J. W. Brown Mrs. Milne  
Mr. and Mrs. W. Mody  
Budge Mr. J. H. Mody  
Mr. L. J. Calender Mr. J. O. Mognaschi  
Mr. J. Carrion Mr. E. Molino  
Mr. Choi-hing Mr. P. Monchery  
Master Choi-hing Mr. and Mrs. Silva  
Mr. T. B. Culhane Wells  
Mr. T. A. Davey Capt. E. H. Pendred  
Mrs. E. D. Davies Mrs. W. C. Peasmore  
Mr. and Mrs. A. Miss Piers  
Davis Mr. and Mrs. T. P. P.  
Mr. W. A. Eastace Mr. and Mrs. Richardson  
Miss Farrell Mr. and Miss Ro.  
Mr. J. Farrell binson  
Mr. and Mrs. Gregory Mr. T. W. Scarbo.  
Mr. and Mrs. H. negh  
Harrison Mr. and Mrs. Scott  
Mr. and Mrs. Hawker Mr. and Mrs. Van B.  
Mr. A. K. Ishin Schels  
Mr. and Mrs. Mc Mr. and Mrs. Stewart  
Jobson Medfamily  
Mrs. Keiran Maylor  
Mr. J. Levy Mr. Welling.

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WHEN you fail to provide your family with a bottle of Chesterfield's Colic and Diarrhoea Remedy as this season of the year, you are neglecting them as to the lowest complaint is sure to be prevalent, and it is too dangerous to delay to be tried with—this is especially true if there are children in the family. A case or two of this remedy will place the trouble within control and perhaps save a life, or at least a doctor's bill. For sale by Chemists and Druggists.

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Lozgett & McKee

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Pure

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Hongkong Dispensary,  
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## COTTON VOILES.

IN CONSEQUENCE OF THE END OF THE SEASON APPROACHING, WE ARE OFFERING OUR PRESENT STOCK AT REMARKABLY LOW PRICES TO EFFECT A RAPID CLEARANCE, AND THE DESIRE TO START A NEW SEASON WITH AN ENTIRELY NEW STOCK. THE PRICES TO WHICH WE HAVE REDUCED THIS STOCK WILL SURPRISE AND BENEFIT YOU AGREEABLY.

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### CAR OWNERS.

Prolong the life of your Car by keeping it in condition. Inspection monthly by an Expert Motor Engineer will cut your Repair Bill down and save you Expense, Time, Trouble and Annoyance.

For particulars apply to

E. MOW FUNG,  
F. W. D. Automotive Service Department,  
80, Des Voeux Road Central.

### BIRTHS.

EWART.—On July 4, 1921, at Hankow, to Mr. and Mrs. M. Douglas Ewart, a daughter.  
HOWELL.—On July 6, 1921 at Shanghai, to Mr. and Mrs. W. A. Howell, a son.

### DEATH.

HONNIBALL.—On July 7, 1921, at Shanghai Ellen, second daughter of Mr. and Mrs. George Honniball, aged 12½ years.

## The China Mail.

"NEWS, JUSTICE, PUBLIC SERVICE."  
HONGKONG, THURSDAY, JULY 14, 1921.

### TRADE UNION.

Young Oxford, in its Debating Union has decided by a majority that "modern trade unionism is a menace to industry." Oxford, or the class Oxford may be taken to represent, used to be more sympathetic than that. Prior to 1920, when the Combinations Laws were repealed, because of the sympathy they were seen to permit, Trades Unions were criminal. Even after 1870, when an Act of Parliament had established their legal status and protected their funds, the newspapers were describing the utterances of Trade Union leaders—utterances that to-day would sound very moderately liberal, almost milk-and-water—as "dangerously revolutionary." They hadn't discovered the word Bolshevism then. In 1868 there were "dangerous revolutionists" numbered less than 120,000. Ten years later there were 324,000 of them. In 1898 there were some million two hundred thousand trade unionists in the United Kingdom. The number to-day is nearly five millions. These who were formerly "dangerous revolutionists" are now "menace" respectable. So the

make the laws, and young Oxford will have to obey them. We fear that young Oxford did not show the ingenuousness proper to youth in phrasing its resolution. It is less concerned about the menace to industry than about the menace to its class. As regards menaces some are real and some are bogus. Although the political Labour Party consisted mostly of Trade Unionists, it took in Socialists and political idealists of various kinds, and the two things have been kept separate. The big army of trades unionists, whatever the political activities of some of its individual members may be, sticks to its last, and it is the parliamentary branch of Labour, some of it not even Trade Union, which is the menace young Oxford may have had in mind. It is well understood that the "extremists," as we may call them for convenience, are outnumbered in Trade Unionism ten to one, but they make more noise. Now noise is not a menace, even when young Oxford makes it. Here in Hongkong young Oxford would perhaps show a majority in favour of our rapacious landlords in the matter of the Rents Bill, although there are, of course, Oxford men backing it, Oxford men who are less young. Young Oxford is great on principle, and it seems a plain principle that a man should be free to do what he likes with his own property. They would say it is monstrous to prevent a house-owner taking whatever he can get for his property. They said nothing, either about menaces or principles, when in order to win the war, restrictions were imposed against workmen leaving one factory and going to another for higher wages. Trades Unionism at that time cheerfully surrendered many hard won rights, including the right of a worker to get as much for his work as he could. This did not set Trades Unionism back. It actually strengthened it, and helped to make the "menace" respectable. So the

menace is real. Revolution, peaceful revolution, is at hand. Young Oxford must make up its mind to a Labour Government, so soon as the bubble of the Welsh Wizard be pricked. But what will that mean? The menace arrives—it is real enough—but it proves (we think) to be a real turnip boggle. Even young Oxford will be able to go on living with satisfaction. For these millions of British Trade Unionists are first of all British, and have the British temperament, which is to proceed step by step, from experiment to experiment, rather than by wild leaps at high ideals, by the methods of poor dear Lenin, in fact. The only "menace" from our point of view is that injudicious and unnecessary attempts at repression might unbalance these good Britons of ours, make them impatient, and damage their natural, British conservatism. While Coalition leaders of the type now in power remain, that will be a very real menace, though even then we do not expect Labour will step too far astray. Those who thwart indirect action (parliamentary and constitutional, by adroit trickery) are really helping the "Direct Actionists" who were the latest menace. On both sides the menace lies in the fact that the majority are lazy and negligent, preferring to follow a minority of pushful leaders rather than themselves to direct the course. In Trades Unionism itself, there is no vice, and no menace, to anything or anybody.

### LOCAL AND GENERAL.

As from July 22 an agency of the Yokohama Specie Bank will be opened at Nagoya, Japan.

Commencing at 11.30 a.m. tomorrow, Messrs. Lamert Bros. will sell two lots of bundles of mild steel corrugated structural grade bars. Further particulars will be found in our advertising columns.

Mr. A. Lane, station-master of the Hongkong Fire Brigade leaves the Colony shortly on retirement. Mr. Lane, a former member of the City of London Fire Brigade, has spent about seventeen years in the Colony.

The wedding takes place at the Union Church to-morrow morning, the Rev. D. Kirk Macdonald officiating. Mr. L. S. Bates, of Messrs. Mackintosh and Co., Ltd., to Miss Gladys Foster, of Auckland, New Zealand.

News has reached Shanghai of the death of Mr. J. R. Harding who came to China as Assistant Engineer in the Chinese Customs in 1880, under Mr. David Mark Henderson, then Engineer-in-Chief, whom he succeeded in 1888. Mr. Harding retired from China in 1908, and bought an estate, "Sellersbrook," in Monmouth, for which county he was a Justice of the Peace. He was succeeded by the late Mr. David Crawford Dick.

The Hongkong Theatre's latest attraction is "A Silent Man" commencing to-day. In this screen play Wm. S. Hart as a detective of the Western character excels his previous records. As "Silent Budd" Hart interprets a role full of dramatic interest and sensational achievements. There will also be shown "A Desert Hero," a two-part Fatty Arbuckle comedy. Mr. Jack Coco with Miss Annette, both talented artists, will render their latest songs, dances, and acrobatic feats.

Captain Robert Dollar, accompanied by Mrs. Dollar and Mrs. Peter Cook of California, arrived yesterday by the s.s. "Robert Dollar" from Shanghai. Captain Dollar, who is on a combined business and pleasure trip, is an interesting personality. Born in a Scottish lumberyard he went to Canada with his father at an early age. He early saw the possibilities of exporting lumber to Britain and opened up a large and profitable trade, this of course taking place in his later life. Seeking new fields, Captain Dollar then made his way to China where he now has firmly established business interests.

"Utter tosh," said Mr. P. D. Sutherland, passenger agent here for the Canadian Pacific Ocean Services, this afternoon, when shown the following clipping from a Canton paper: "Rumours have been current ever since the arrival of the R.M.S. 'Empress of Japan,' at Hongkong that this steamer carried an interesting cargo of munitions from a Canadian port consigned to agents interested in the welfare and progress of the Kwangsi militarists." Mr. Sutherland characterised the rumour as mischievous and false.

The fate of four men asleep on a fishing boat stolen from Deep Bay, Namto, yesterday is still unknown. Four shots having been fired at the fishing boat by an approaching sailing ship, the boat on watch gave a yell of warning to his sleeping comrades, and then dived overboard. Reaching the shore, he stayed only long enough to see his boat attached to the sailing ship proceeding towards Lint Island, and then returned to the matter at the Central Police Station. The boat was valued at \$200 and the men at \$75.

### SPECIAL CABLE

#### LOCAL FULL COURT.

JUDGE SKINNER TURNER LEAVES SHANGHAI.

[China Mail Special.]

SHANGHAI July 14.

Judge Skinner Turner left on Wednesday night by the Blue Funnel steamer "Mentor" for Hongkong for the Full Court.

### SITUATION IN CHINA.

#### THE REAL CRUX.

WHAT WILL FUKIEN DO?

The Canton papers do not mention it, for reason that can be well understood, but the crux of the Chinese situation is now Fukien. The Peking lot are endeavouring to get the Fukienese to attack Kwangtung. Funds and ammunition are being diverted from Kwangsi—now seen to be a broken reed—to Fukien, and personal appeals made to local leaders, to intervene against Sun Wen. If Fukien resists these blandishments, Sun Wen's triumph is only a matter of months. If Fukien yields to them, he will be up against it. Therefore all eyes (Chinese) are anxiously fixed on Fukien, and every Chinese ear is acock for the answer to the question: What will Fukien do?

### CHINA MERCHANTS.

#### ANNUAL MEETING DISPUTE.

A SETTLEMENT ARRIVED AT.

A settlement has been reached in the matter of the dispute at the annual meeting of shareholders of the China Merchants' Steam Navigation Co., held at the Chinese General Chamber of Commerce on May 28, which ended in an uproar.

New directors were appointed by vote of those present, and there was a proposal to alter the regulations of the company to admit of the appointment of a general manager. When it came to voting on the subject a violent scramble took place round the ballot boxes into which the votes were being cast. Police interfered in order to save the boxes, and before the end of the meeting it is alleged Sung Teh-chu, a comrade on one of the company's steamers, and certain members of the Sheng Kung-pao family, accused Mr. Fu Siao-en, manager of the Commercial Bank of China and one of the old directors of the company, of having engaged coolies to steal the boxes. This allegation Mr. Fu vigorously denied.

Several legal actions arose from the trouble—Mr. Fu sued his accusers in the French Mixed Court for slander; one of Mr. Sheng Kung-pao's sons and a grandson brought suit against Madame Sheng and other members of the family, also in the French Mixed Court; and Mr. Chen Yung-ling, another shareholder, applied for an injunction (which was subsequently granted) in the International Mixed Court, restraining the new directors from taking over the affairs of the company.

STANDER ACTION WITHDRAWN. Mr. Fu has now withdrawn his slander suit for Ts. 100,000, upon the defendants in his case paying \$50,000. This money was handed to him by Mr. Sze Chao-tseng, director-general of the Lunghai Railway, who was sent down to Shanghai to make investigations into the trouble, and was in turn handed over by Mr. Fu to the French Consul-General as a gift to the French Municipal School for Chinese. Mr. Fu stating that he did not want it.

A settlement has now been reached between the various parties whereby a committee, which formally came into existence on June 29, composed of nine members under the chairmanship of Mr. Chang Yi-peng, former Vice-Minister of Justice, was appointed to draft a new constitution and by-laws for the company. The present director will in the meantime carry on.—N.C. Daily News.

### SPORT.

#### BASEBALL.

HART V. LOCALS.

Local baseball "fans" are permitted another "interesting" battle on the Hongkong Football Club ground on Saturday afternoon, when the local American team will play a combination from U.S.A. "Hart" is scheduled to start at 4 p.m. sharp. Fans are allowed to sit on the ground, with either Scott or Apple behind the bat.

### CHINA COAST.

#### SHIPPING PERSONALS.

LATEST CHANGES.

Mr. C. C. Law once has been appointed second officer, "Soochow." Captain T. G. Beer, of the "Luenyi," is on reserve.  
Captain F. D. Northcombe, from reserve, has gone master, "Luenyi." Mr. D. Scott, second officer, "Sinking," is on reserve. Mr. C. Nyberg has been appointed supernumerary, "Sinking."  
Mr. T. T. Lee has been appointed second officer, "Kiukiang." Mr. P. Graham, second engineer, "Whangpu," has signed off. Mr. A. Mackenzie, from leave, has gone second engineer, "Whangpu." Mr. G. Stewart, third engineer, "Tatung," has gone third engineer, "Pengteng."  
Mr. W. S. Bloodworth, third engineer, "Kiukiang," has gone third engineer, "Tatung." Mr. C. A. Donnelly, second engineer, "Suiyang," has gone engineer, "Ningpo." Mr. J. Small, second engineer, "Ningpo," has gone second engineer, "Yingchow." Mr. G. Taylor, second engineer, "Yingchow," has gone second engineer, "Suiyang." Mr. S. D. Dickson, third engineer, "Pengteng," has gone third engineer, "Kiukiang." Mr. R. S. Bonnard, second officer, "Kingsing," has gone acting chief officer, same ship. Mr. J. S. Masson, chief officer, "Kingsing," is on reserve. Mr. F. Everett, from leave, has gone chief officer, "Suiwo." Mr. R. C. Thompson, acting master, "Yusan," has gone chief officer, "Laisang." Mr. W. Ryden, chief officer, "Kwangshang," has gone acting master, same ship. Mr. J. R. Doughty, chief officer, "Hopsang," has gone chief officer, "Cheongshing." Mr. W. Pettigrew, chief officer, "Cheongshing," has gone chief officer, "Hopsang." Mr. R. J. T. Hopkins, second officer, "Yusan," has gone supernumerary, "Hopsang." Mr. O. V. W. R. Basham, second officer, "Fooshing," has gone supernumerary, "Hopsang." Captain F. Mooney, of the "Laisang," has gone master, "Wingsang." Captain D. Skinner, of the "Yat-shing," has gone master, "Laisang." Mr. H. S. Hurley, chief officer, "Yatshing," is on leave. Mr. A. J. N. Wood, from reserve, has gone second officer, "Mingsang." Mr. C. Ross, from leave, has gone acting chief engineer, "Hopsang." Mr. A. Livingston, chief engineer, "Hopsang," is on leave. Mr. R. Thomson, third engineer, "Easang," has gone acting second engineer, "Washing." Mr. A. Jackson, second engineer, "Washing," is on leave. Mr. A. Connal has been appointed third engineer, "Easang." Mr. J. B. Anderson, chief officer, "Kwangshang," has gone chief officer, "Kwangshing." Mr. E. Gavrocco has been appointed second officer, "Hsinming." Mr. A. Pompey, second officer, "Hsinming," has gone chief officer, "Kwangshang." Mr. G. Wilson has been appointed supernumerary second officer, "Kwangshing." Mr. G. Timbrell, second engineer, "Kwangshing," has gone second engineer, "Feiching." Mr. W. Ferguson, second engineer, "Kwangshing," has gone second engineer, "Feiching." Mr. W. E. Tapio, from reserve, has gone third engineer, "Kwangshang."

### THAT SERVANT REGISTRATION SCHEME.

#### ITS RECEPTION.

The China Mail received two anonymous letters this morning. One of them escapes the usual fate of such things because it is the first to come in referring to the servant registration scheme, reported yesterday, and is rather amusing. It is really addressed to Mr. Weiss, the proposer of the scheme, and begins: "I see you are the greatest rascal in the world." Very oddly, the writer approves as fair the deduction of a quarter of the first month's wage, but denounces as robbery the five dollars fee to be paid by the employer. "You have," it goes on, "found the lowest means or scheme to earn your livelihood—worse than a robber in the interior of China in not allowing vessels or passengers to go through without having paid them a robber toll." And towards the end of an obviously fervid letter he says: "You better fancy yourself to establish a place from where you can supply a Governor and a percentage of his income to be deducted by you."

We should like the writer to meet the young man he thus attacks, and to try to get him to talk. Perhaps he will let us have his name and address, or else we may arrange a meeting.

### BANQUE INDUSTRIELLE.

#### WHY IT CLOSED ITS DOORS.

#### INTERESTING PEKING STATEMENT.

A LOCAL ANNOUNCEMENT.

A notification issued by the provisional liquidator of the Banque Industrielle de Chine states that drafts issued by the Dominion Bank in Hongkong currency dollars and bearing dates from May 1 to May 21, 1921 inclusive will be honoured on presentation at the International Banking Corporation. Drafts in Hongkong local currency issued by the Dominion Express Company on or after April 1, 1921, on the Banque Industrielle will be paid by the Russo-Asiatic Bank.

Peking, July 4.—Depositors and other patrons of the Banque Industrielle will probably be interested in the following statement made to a correspondent of the Shanghai Times by a man high in the councils of that institution, although he is neither a shareholder or officer of it. He said: "The Banque Industrielle situation is far from being as gloomy as many would have the public believe. The temporary stoppage of business is unfortunate and means poor advertising for any 'going concern,' but the Banque Industrielle is a 'going concern' and the stoppage will be of short duration."

#### WHY THE BANK CLOSED.

"The situation in which the Bank finds itself is due to a protracted inter-directorate fight made on one high official of the Bank who, it was felt, was acquiring too much control over the bank's affairs and would make of it a one-man institution unless checked. Perfectly solvent and able to pay dollar for dollar, if necessary, by converting its assets, the Bank suddenly ran short of ready cash. The official in question relied solely upon two large Paris banking institutions for cash in an emergency, and, with others, who might have helped him out, he would have little to do. When he went to the two upon which he relied, he found that the opposition in the Directorate had preceded him, and his request was denied, although the securities he offered were sound. This precipitated the order to the Bank to close its doors. Had it not been for the fight for this one man, the Bank would be open for business as usual. It found itself, unexpectedly, in the position of a wealthy man, with all his money tied up in property and other investments, suddenly running short of cash and being refused a loan by his bankers because of the personal equation being permitted to enter into a purely business transaction."

#### THE PUBLIC WILL GET THEIR MONEY.

"That the temporary stoppage is going to work hardship on many small depositors goes without saying. It is likewise a foregone conclusion that when the Bank reopens its doors a month hence, it will find a hard task ahead of it in regaining the public's confidence. Nevertheless the Bank's situation, while unfortunate and bound to inconvenience many, is not tragic, and depositors will get every penny coming to them within the next thirty days, if they want it. The work of reorganisation of the Bank is already under way and its affairs will not require as long a time for readjustment as rumour would have the public believe."

#### A SAD CASE.

There had been reports in Peking for some time to the effect that a crisis in the Bank's affairs was due any moment because of the inter-directorate dissension referred to by the man I have quoted, and a number of patrons became frightened and withdrew their money. The Peking branch of the Banque Industrielle and the Hotel de Pekin have been closely related ever since the new hotel was built, but the Hotel de Pekin management does not appear to be worried over the sudden situation of the Bank. The only person known to have received somewhat of a setback by the closing of the Bank was a man who had the savings of eight years on deposit and was just about to leave for home. On Friday evening, he received word from Shanghai that reservations for himself, his wife and two children had been secured and he was planning on waiting for the Bank to re-open to-morrow after the holidays, drawing his money and hastening for Shanghai to catch his steamer. Naturally, all his plans are knocked in the air now and he does not know what to do.

#### CASHING THE NOTES.

This notice notice was issued by the Peking Bankers' Association late on the night of July 4:—  
"The Ministry of Finance and the Peking Bankers' Association are aware of the fact that the Banque Industrielle de Chine which has temporarily suspended business for readjustment of its accounts is especially permitted by the Chinese Government to have the right of issuing banknotes, and in order to maintain trade relations between China and France without any possible interruption, to preserve financial tranquility and the peace of the public decide that the Peking Bankers' Association will advance a fund and cash outstanding banknotes that have been issued and circulated by the Banque Industrielle de Chine, leaving deposits and other obligations of the Banque to be settled by the Banque itself. The Peking Bankers' Association has decided at a meeting on July 3, to carry out the above measures, and has appointed a special committee to arrange with the French Legation in Peking and the official of the Banque means by which the notes of the Banque can be cashed in a most speedy way, so that the public will experience the least inconvenience possible. As soon as a decision is made as to how these banknotes shall be redeemed, the public will be notified again. In the cities where the Banque has branch offices, the same measures as described above will be carried out by the different Bankers' Associations there." (Shanghai Times.)

### THE SHIPPING SLUMP.

#### WHEN WILL IT END?

CAPT. ROBERT DOLLAR'S OPINION.

SHIPPING MAGNATE INTERVIEWED.

Captain Robert Dollar, American shipping magnate and "lumber king," doesn't really look the part. Bearing no likeness at all to his sleek, cigar-chewing prototype of the cinema he is a benevolent looking old gentleman with white hair, a brief white beard and a kindly manner. He looks as though he really might, as is related of him, have begun life as a chore boy in a lumber camp and he gives the impression that his success must really have been achieved by hard work and strenuous effort.

Captain Dollar who arrived in Hongkong yesterday afternoon by his new steamer the s.s. "Robert Dollar" was busily engaged interviewing callers at the offices of his Company in the Post Office building this morning but he found time to discuss the shipping slump with a China Mail reporter. "When," the pressman queried "do you expect that things will start to brighten up again?" "Well," Captain Dollar replied "I think it will be a full year before any definite improvement is noticed. At present ships are tied up all over the world and there is probably not a single port anywhere that has not got its quota of idle vessels. It is simply a question of supply and demand—at present there are a great many more ships than there are cargoes for. That is, of course, owing to the trade depression and as commerce improves more ships will be employed."

Captain Dollar was asked how he thought the world was getting along with the job of setting itself to rights again. "Of course he said 'we are all getting down to earth now and we are pretty near down to the real readjustment period. Until we have a proper readjustment there is going to be nothing very solid or substantial. I have found in Central and Northern China that there is a little better feeling now, but we are not near to the end of the depression by a lot. We are bound to have our little ups and downs and I expect it will take a good while before there is any real progress made."

The spurt in shipbuilding which took place during the war had, Captain Dollar pointed out, increased the world's shipping very considerably. There were over 12,000,000 tons more shipping available to-day than when the war started and besides that there was less freight moving than before the war.

"Freights are right at bottom level," Captain Dollar said and it makes a very acute state of affairs. I certainly think it will take 12 months to ease matters up unless of course there is some war or world commotion that we can't at present foresee." And he guesses we've had enough of that lately "he added reflectively."

Captain Dollar is going through to New York on a business and pleasure tour and is accompanied by Mrs. Dollar and Mrs. Peter Cook, of California, an old friend. For several months he has been looking into the affairs of his company in North and Central China where his interests include a recently established service of steamers on the upper Yangtze to Chungking passing through the famous gorges. Captain Dollar mentioned this morning that the question of building wharves and godowns in Hongkong had been under consideration by his company but the scheme had been abandoned owing to the stringent conditions under which the land had to be acquired.

Clothing and jewellery valued at over \$750 were stolen from the cabin of the chief officer of a Japanese ship in port, the s.s. "Shogiku Maru." This offence is the most serious in a small epidemic of theft yesterday.

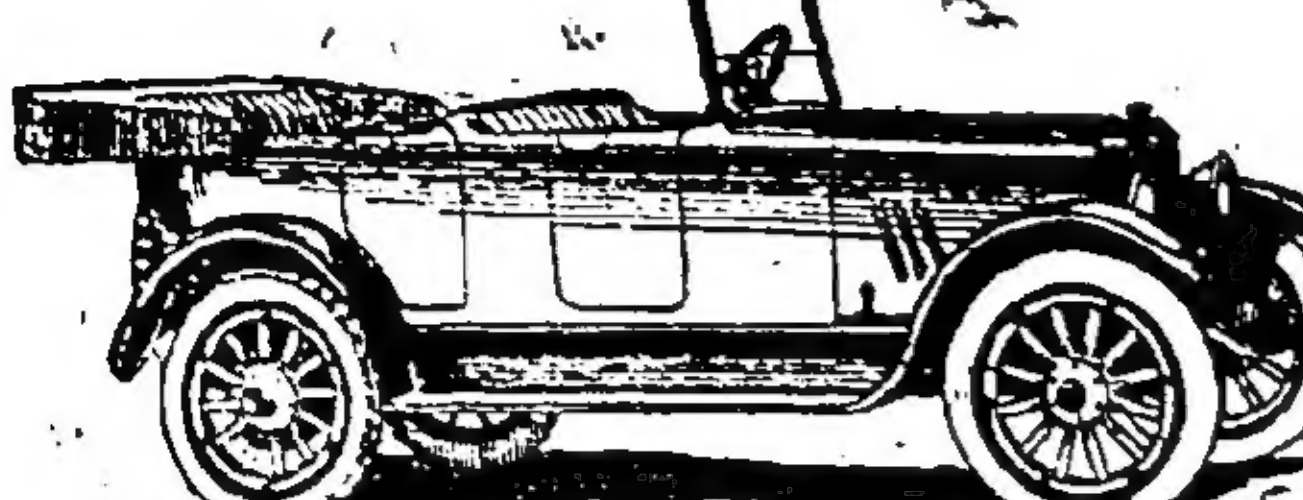
Leaving the Hongkong Hotel yesterday afternoon to go aboard the "Empress of Asia," Mr. G. A. Kohart, a mineral driller, was startled to find that a small case containing \$15,000 worth of jewels was missing. It was not until the police had been informed that the case with its valuable contents intact was found in Mr. Kohart's cabin where it had been all the time.

leaving deposits and other obligations of the Banque to be settled by the Banque itself. The Peking Bankers' Association has decided at a meeting on July 3, to carry out the above measures, and has appointed a special committee to arrange with the French Legation in Peking and the official of the Banque means by which the notes of the Banque can be cashed in a most speedy way, so that the public will experience the least inconvenience possible. As soon as a decision is made as to how these banknotes shall be redeemed, the public will be notified again. In the cities where the Banque has branch offices, the same measures as described above will be carried out by the different Bankers' Associations there." (Shanghai Times.)



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## HONGKONG SHIPPING.

## ARRIVALS FOR FIRST SIX MONTHS.

INCREASE OF 563,220 TONS.

AN INTERESTING COMPARISON.

An interesting comparison of the shipping arrivals in Hongkong during the first six months of 1921 with the arrivals during the same period of last year is published below. It is disclosed by the figures that there was an increase of 291 in the number of arrivals and an increase of 563,220 in the tonnage. Arrivals under the British flag, it is shown, increased by 260 as against the Japanese total of 189. The total Japanese tonnage increase, however, was 130,413 more than the British. This may be accounted for by the fact that the British total increase of 260 vessels includes 181 river steamers whereas the Japanese arrivals were all ocean going craft. Dutch arrivals increased by 35 (87,029 tons) and Italian arrivals by 7 (27,372 tons). Chinese arrivals decreased by 124 (54,029 tons), Norwegian by 42 (30,639 tons), Portuguese by 31 (17,319 tons), Russian by 21 (32,638 tons) and United States by 7 (40,943 tons).

Following are the arrivals for the first six months of 1921—

| Flag.                     | No.         | Tonnage.         |
|---------------------------|-------------|------------------|
| British.....              | 1115        | 2,230,004        |
| Inter-Allied.....         | 2           | 8,402            |
| Brazilian.....            | 421         | 276,399          |
| Chinese.....              | 5           | 19,321           |
| Dutch.....                | 87          | 222,259          |
| French.....               | 81          | 146,047          |
| Greek.....                | 1           | 1,832            |
| Italian.....              | 13          | 50,616           |
| Japanese.....             | 679         | 1,484,434        |
| Norwegian.....            | 53          | 30,712           |
| Portuguese.....           | 3           | 6,591            |
| Russian.....              | 3           | 4,479            |
| Siamese.....              | 15          | 16,105           |
| Sarawak.....              | 3           | 2,676            |
| Swedish.....              | 2           | 7,601            |
| United States.....        | 133         | 433,894          |
| <b>Total Foreign.....</b> | <b>1501</b> | <b>2,731,418</b> |
| <b>Total.....</b>         | <b>2616</b> | <b>4,961,422</b> |

| Flag.                     | No.         | Tonnage.         |
|---------------------------|-------------|------------------|
| British.....              | 1431        | 876,905          |
| Chinese.....              | 374         | 128,043          |
| Portuguese.....           | 67          | 10,854           |
| <b>Total Foreign.....</b> | <b>441</b>  | <b>1,005,802</b> |
| <b>Total.....</b>         | <b>1872</b> | <b>1,017,802</b> |

| Flag.                     | No.         | Tonnage.         |
|---------------------------|-------------|------------------|
| British.....              | 2546        | 3,108,909        |
| Inter-Allied.....         | 2           | 8,402            |
| Brazilian.....            | 795         | 2,104,442        |
| Chinese.....              | 5           | 19,321           |
| Dutch.....                | 87          | 222,259          |
| French.....               | 81          | 146,047          |
| Greek.....                | 1           | 1,832            |
| Italian.....              | 13          | 50,616           |
| Japanese.....             | 679         | 1,484,434        |
| Norwegian.....            | 53          | 30,712           |
| Portuguese.....           | 3           | 6,591            |
| Russian.....              | 3           | 4,479            |
| Siamese.....              | 15          | 16,105           |
| Sarawak.....              | 3           | 2,676            |
| Swedish.....              | 2           | 7,601            |
| United States.....        | 133         | 433,894          |
| <b>Total Foreign.....</b> | <b>1942</b> | <b>2,870,315</b> |
| <b>Grand Total.....</b>   | <b>4488</b> | <b>5,979,224</b> |

Arrivals during the first six months of 1920 were as follows—

| Flag.                     | No.         | Tonnage.         |
|---------------------------|-------------|------------------|
| British.....              | 1036        | 2,087,463        |
| Inter-Allied.....         | 8           | 25,796           |
| Brazilian.....            | 1           | 3,041            |
| Chinese.....              | 484         | 315,709          |
| Dutch.....                | 6           | 24,692           |
| French.....               | 52          | 135,230          |
| Greek.....                | 81          | 143,033          |
| Italian.....              | 6           | 23,244           |
| Japanese.....             | 490         | 1,059,065        |
| Norwegian.....            | 95          | 101,401          |
| Portuguese.....           | 45          | 25,692           |
| Russian.....              | 24          | 37,117           |
| Siamese.....              | 20          | 22,817           |
| Sarawak.....              | 2           | 6,533            |
| Swedish.....              | 142         | 474,837          |
| United States.....        | 146         | 3,398,207        |
| <b>Total Foreign.....</b> | <b>2492</b> | <b>4,485,679</b> |
| <b>Total.....</b>         | <b>3528</b> | <b>6,573,353</b> |

| Flag.                     | No.         | Tonnage.       |
|---------------------------|-------------|----------------|
| British.....              | 1250        | 776,490        |
| Chinese.....              | 399         | 144,762        |
| Portuguese.....           | 56          | 9,072          |
| <b>Total Foreign.....</b> | <b>1705</b> | <b>930,324</b> |

| Flag.                     | No.         | Tonnage.         |
|---------------------------|-------------|------------------|
| British.....              | 2296        | 2,863,953        |
| Inter-Allied.....         | 8           | 25,796           |
| Brazilian.....            | 1           | 3,041            |
| Chinese.....              | 883         | 460,471          |
| Dutch.....                | 6           | 24,692           |
| French.....               | 52          | 135,230          |
| Greek.....                | 81          | 143,033          |
| Italian.....              | 6           | 23,244           |
| Japanese.....             | 490         | 1,059,065        |
| Norwegian.....            | 95          | 101,401          |
| Portuguese.....           | 101         | 34,751           |
| Russian.....              | 24          | 37,117           |
| Siamese.....              | 20          | 22,817           |
| Sarawak.....              | 2           | 6,533            |
| Swedish.....              | 142         | 474,837          |
| United States.....        | 146         | 3,398,207        |
| <b>Total Foreign.....</b> | <b>1911</b> | <b>2,552,041</b> |
| <b>Total.....</b>         | <b>4197</b> | <b>5,415,994</b> |

| Flag.                     | No.         | Tonnage.         |
|---------------------------|-------------|------------------|
| British.....              | 2546        | 3,108,909        |
| Inter-Allied.....         | 2           | 8,402            |
| Brazilian.....            | 795         | 2,104,442        |
| Chinese.....              | 5           | 19,321           |
| Dutch.....                | 87          | 222,259          |
| French.....               | 81          | 146,047          |
| Greek.....                | 1           | 1,832            |
| Italian.....              | 13          | 50,616           |
| Japanese.....             | 679         | 1,484,434        |
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| Russian.....              | 3           | 4,479            |
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| Sarawak.....              | 3           | 2,676            |
| Swedish.....              | 2           | 7,601            |
| United States.....        | 133         | 433,894          |
| <b>Total Foreign.....</b> | <b>1501</b> | <b>2,731,418</b> |
| <b>Total.....</b>         | <b>2616</b> | <b>4,961,422</b> |

## THE KWANGS WAR.

## TANG YUEN CAPTURED.

NANNING EXPECTED TO FALL IN THREE WEEKS.

After a hard struggle lasting for five days and nights and at tremendous sacrifice, Tang Yuen in Kwangsi was captured early on Tuesday morning.

A very stubborn resistance was offered by the Kwangsi troops and it was not until about 1,000 lives on the Cantonese side were lost that the city was taken. The enemy also suffered heavy casualties and more than 1,000 prisoners were captured. The fall of this stronghold has greatly discouraged the enemy troops and no serious resistance is expected from them in other cities nearby.

When news of the capture of Tang Yuen reached Gen. Chen, he said that he expected Nanning would be captured inside of three more weeks. — Canton Times.

## TO-DAY'S ADVERTISEMENTS.

## TO LET.

COMFORTABLE FURNISHED HOUSE, High, Cool position. Two Bedrooms, European Bath, Two Sitting Rooms, to let furnished for two or three months. Apply 21, Broadwood Road, (Tel. 3344) or Paymaster Commander, H.M.S. Titania.

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THE Steamship "DUNERA" Captain WALKER, carrying His Majesty's Mails, will be despatched from this Port on or about SATURDAY, 20th August, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing are required.

For further particulars apply to—  
MACKINNON, MACKENZIE & CO.  
Agents.  
Hongkong, July 14, 1921.

## TO-DAY'S ADVERTISEMENTS.

## HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting.

And for the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street aforesaid. In such print the portions of the proposed new Articles (which differ from the existing Articles) are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely—

(2) That the new Articles be approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street aforesaid, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided in to 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly.

And further that the Company's Board of Directors be and they are hereby authorised to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December 1920, and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this fourteenth day of July, 1921.

By Order of the Board  
J. H. TAGGART,  
Manager.

## CRAMP COLIC.

No need of suffering from cramps in the stomach or intestinal pains. Chamberlain's Colic and Diarrhoea Remedy never fails to relieve the most severe cases. Get it to-day, there will be no time to send for it after the attack comes on. For sale by all Chemists and Storekeepers.

## TO-DAY'S ADVERTISEMENTS.

## CONSTITUTIONAL REFORM.

## THE PETITION.

May be signed at the following places:

Hongkong Club,  
Phoenix Club,  
The Engineer's Institute,  
Kowloon Cricket Club,  
Kowloon Bowling Green Club,  
Club de Recreio,  
Victoria Recreation Club,  
Leicester Club,  
Tai Koo Recreation Club,  
Kowloon Deck Reading Room,  
Messrs. Lane, Crawford & Co.,  
Messrs. Kelly & Walsh Ltd.,  
Messrs. Kelly & Walsh Ltd.,  
F. P. de V. Soares' Office.

## PUBLIC AUCTION.

PARTICULARS and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 18th day of July, 1921, at 5 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 25 years, less 3 days from 1st July, 1898.

| PARTICULARS OF THE LOT. |                    |           |                           |     |     |     |                        |              |              |
|-------------------------|--------------------|-----------|---------------------------|-----|-----|-----|------------------------|--------------|--------------|
| No. of Sale             | Registry No.       | Locality. | Boundary Measurements &c. |     |     |     | Consents in<br>Sq. ft. | Annual Rent. | Upset Price. |
|                         |                    |           | N.                        | E.  | S.  | W.  |                        |              |              |
|                         |                    |           | ft.                       | ft. | ft. | ft. |                        |              |              |
|                         | New (London)       |           | A. per acre plan          |     |     |     |                        |              |              |
|                         | Inland Lot No. 22. |           |                           |     |     |     |                        |              |              |
|                         | Southeast of New   |           |                           |     |     |     |                        |              |              |
|                         | Lot No. 232        |           |                           |     |     |     |                        |              |              |

## PUBLIC AUCTIONS.

THE Undermentioned have received instructions to sell by Public Auction,

on

SATURDAY, July 16, 1921,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

1 Dictaphone,

3 Dictaphones,

2 Shaving Machines,

8000 E.C.C. Egyptian Cigarettes,

3000 Alms

1850 Crown Prince Egyptian Cigarettes,

2150 Dollar Prince

2100 King Egyptian Cigarettes,

1000 Fleur d'Orient Egyptian Cigarettes,

290 lbs. Navy Cut Tobacco,

60 boxes Proserpina Cigars,

Also

A Quantity of Chocolates.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

on

TUESDAY, July 19, 1921,

commencing at 10.30 a.m.

at No. 8 Godown of the Hongkong &amp; Kowloon Wharf &amp; Godown Co. Ltd.,

Kowloon,

A Quantity of Round, square and Flat Iron Bars, Steel Plates,

Angle Iron, Rivets, Tinplates, Brass wire,

Also

A Quantity of Miscellaneous Goods.

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

Hongkong, July 14, 1921.

## NOTICES.

## LANE, CRAWFORD &amp; CO.

WE HAVE A LARGE SELECTION

## PYJAMA SUITS

SUITABLE FOR PRESENT WEAR.



AERTEX \$14

COTELLA \$8

FLANNEL \$8

SILK \$25

AND

A VERY SMART SELECTION

COLOURED COTTON

PYJAMA, WITH

DIFFERENT COLOURED

COLLAR AND CUFF

10.50 IN. ALL SIZES



COLUMBIA

GRAFONOLA

THE SUPREME

INSTRUMENT

OF MUSIC.

## ANDERSON'S (THE COLUMBIA SHOP).

C. P. Goetz Cameras, Lenses, Binoculars, Fox Typewriters and 7 lbs Portables.

INSPECTION AT A. TACK &amp; CO.

and

HALL, LAW &amp; CO., Sole Agents

4, Lee Yuen Street East. Phone 3217.

## HOUSEHOLD COAL

On and after November 1st, 1920, until further notice we are prepared to accept orders for HOUSEHOLD COAL re-screened in Hongkong at the following prices—

Delivered to Peak District (above Bowen Road)...\$32.00 per ton.

"Bowen" Road and Lower Levels...\$31.00 per ton.

and Kowloon...\$31.00 per ton.

TERMS:—CASH WITH ORDER.

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION")

KAILAN MINING ADMINISTRATION

HEAD OFFICE:—TIENTSIN.

AGENTS:—DODWELL &amp; CO., LTD.

HONGKONG

TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H. M. Naval Yard.)

9, INS HOUSE STREET, HONGKONG

COOLEST HALL IN THE COLONY.

## - WO PING THEATRE -

FRIDAY, JULY 15th.

COME AND SEE

## CHEFALO

in an entirely new performance.

DRESS CIRCLE \$1.50; STALLS \$1.00.

**Vickers' LONDON Gin**

The Perfection of over a Century's Experience in Gin Distilling

"BOTH BRANDS ARE BENEFICIAL"

FINEST LONDON OLD TOM

BEST LONDON UNSWEETENED



Price per Case 1 doz. qts. Duty Paid \$23.00

SOLE AGENTS—

GANDE, PRICE &amp; CO., LTD.

8, QUEEN'S ROAD, CENTRAL



# SHIPPING

## HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE**  
Ships—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

**HONGKONG-MACAO LINE**  
To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).  
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 2 p.m. only).

For information may be obtained at the COMPANY'S OFFICE, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

## DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE".....Sailing on or about 2nd August.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIGURE having been re-opened for traffic, cargo is also accepted for this port through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "CILICIA".....Sailing on or about 10th August.

Cargo only.

FOR SHANGHAI.

S.S. "CILICIA".....Sailing end of July.

Passengers Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS FROM COLOMBO

S.S. "UMKUI".....Sailing about July 30th.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

service via Singapore and Port Said. Tuesday, 18th July.

SCENOS AIRES—Via Japan, Korea, and Cape Town via Singapore.

Passenger Service. Friday, 13th July.

TACOMA MARU.....Friday, 13th July.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

INDUS MARU.....Friday, 13th July.

DELHI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly

service. Monday, 1st August.

KISUMU MARU.....Monday, 1st August.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

Pacific Islands. Friday, 13th July.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Osaka—Regular fortnightly passenger service touching at intermediate ports in

connection with Chicago Milwaukee and St. Paul Railway. Thursday, 21st July.

ARIZONA MARU.....Thursday, 21st July.

MANILA MARU.....Tuesday, 2nd August.

NEW YORK via PANAMA. Sunday, 17th July.

NEW ORLEANS via SUEZ. Wednesday, 13th July.

JAPAN PORTS—Kobe direct. Wednesday, 13th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers and will arrive at and depart from

the O.S.K. wharf near the Harbor Office. Sunday, 17th July.

AMARUSA MARU.....Sunday, 17th July.

TAKAO via SWATOW and AMOY. Thursday, 14th July.

SOSUO MARU.....Thursday, 14th July.

For sailing dates and further particulars please apply to:-

Y. YANUDA, Manager. No. 1, Queen's Building.

Tel. No. 744 and 745.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LD. & CHINA MUTUAL S.S. CO. LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LD.)

SAILINGS FROM HONGKONG.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE OF THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REISS: 2,000. CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....20th August.

For Freight and Passage, apply to:-

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents.

Telephone No. 2277.

112, Cross Street, Central.

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SHANGHAI AND TSINGTAO.....Sailing July 16, at 4 p.m.

SHANGHAI.....Sailing July 17, at 4 p.m.

HOIHOW, PAKHOI & HAIPHONG.....Sailing July 19, at 9 a.m.

SWATOW AND BANGKOK.....Sailing July 19, at 10 a.m.

SHANGHAI AND PUEH.....Sailing July 19, at Noon.

WEIHAIWEI, CHEFOU & TIENTSIN.....Sailing July 20, at 4 p.m.

SHANGHAI AND TSINGTAO.....Sailing July 21, at Noon.

SHANGHAI AND PUEH.....Sailing July 21, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Kowloon.

Silicon accommodation available. Electric Fans in Saloon and Staterooms.

Regular schedule service between Canton, Hongkong, Shanghai

(three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:-

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 22.

Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. AND SEATTLE.

Calling Shanghai—Kobe—Yokohama.

LEAVE HONGKONG. ARRIVE SEATTLE.

S.S. "WHEATLAND MONTANA".....July 20th. Aug. 2nd.

S.S. "SILVER STATE".....Aug. 15th. Sept. 2nd.

S.S. "CROSSKEYS".....Sept. 2nd. Oct. 2nd.

S.S. "KEYSTONE STATE".....Oct. 2nd. Oct. 2nd.

S.S. "WENATCHER".....Oct. 2nd. Oct. 2nd.

FOR PORTLAND DIRECT.

Calling Shanghai—Kobe—Yokohama. July 22nd.

S.S. "COAKET".....Calling Manila, Shanghai. August 7th.

S.S. "MONTAGUE".....Through Bills of Lading issued to Overland common point Passenger and

Freight Particulars.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"BELLFLOWER".....August 15th.

For freight space and particulars apply to:-

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT

FOR SINGAPORE DIRECT.

OLDARETTA.....sailing July 14th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

LAKE ONAWA.....sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

17th Floor, HOTEL MANSIONS. PASSENGER OFFICE.

TELEPHONE 2472 & 2478. QUEEN'S BUILDING, 2, QUEEN'S ST.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU".....Sailing on 25th July.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU".....Sailing on 25th July.

All steamers have excellent passenger accommodations, and are fitted

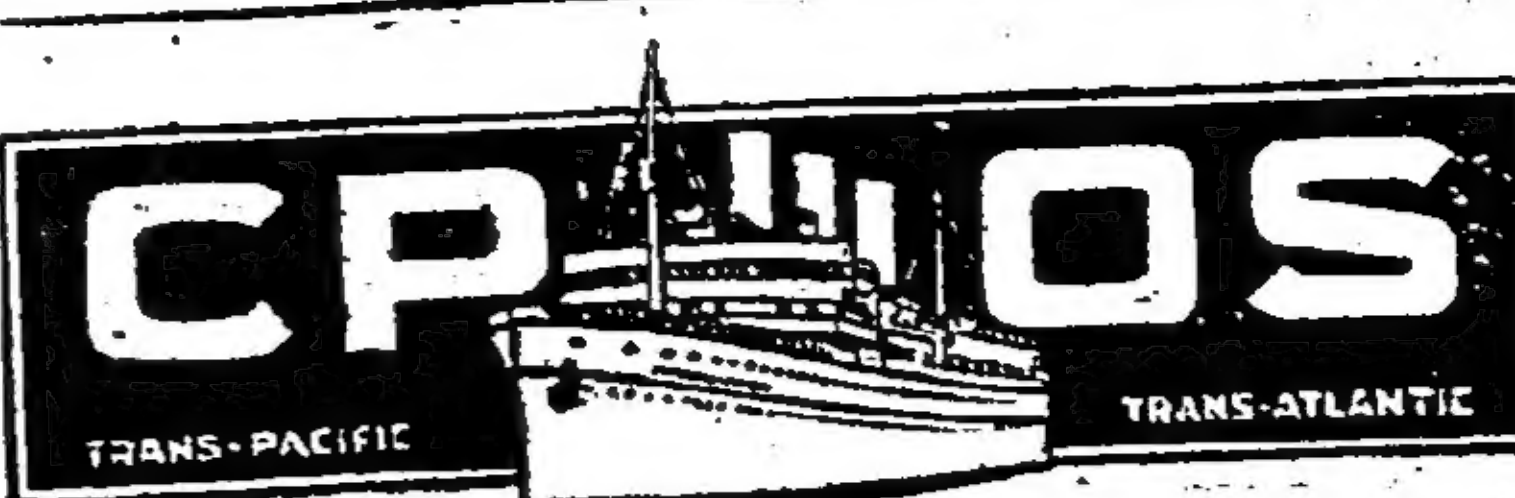
with Electric Light, Fan and Wireless Telegraph.

For further information please apply to:-

K. SUZUKI, Manager.

40, Queen's Road Central.

## SHIPPING



## HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAGASAKI, (Mojji) KOBE, YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMER FROM HONGKONG TO VANCOUVER

ATLANTIC STEAMER FROM VANCOUVER TO MONTREAL

F. Asia July 21 Aug. 8 E. France Aug. 13 Aug. 19

E. Russia Aug. 18 Sept. 5 E. Britain Sept. 14 Sept. 18

Monteagle Aug. 23 Sept. 10 Melita Sept. 21 Oct. 1

E. Asia Sept. 15 Oct. 3 E. France Oct. 18 Oct. 25

E. Japan Sept. 20 Oct. 11 E. Britain Oct. 18 Oct. 25

E. Russia Oct. 13 Oct. 31 E. Britain Nov. 11 Nov. 29

Monteagle Oct. 26 Nov. 10 E. Britain Nov. 28 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London,

Southampton, Glasgow, Antwerp & Havre.

Allocation of accommodation on these steamers is held in Hongkong. Through

reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Car Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 1752. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

July 17th Aug. 9th Sept. 9th

HONGKONG to MANILA

S.S. "NANKING" Aug 1st 30th

HONGKONG to SINGAPORE

S.S. "CHINA" S.S. "NILE"

July 23rd September 16th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in Japan, Korea & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURRIDGE, FREIGHT & PASSENGER AGENT,

PARSONS BUILDING, 100, HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in Staterooms

and Saloons. Excellent Outfits.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING

HAIOONG Capt. W. Cooper FRIDAY 15th July, at 2 p.m.

HAIOONG Capt. W. O. Patterson TUESDAY 19th July, at 1 p.m.

HAIOONG Capt. A. H. Stewart FRIDAY 22nd July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to:-

DOUGLAS LARRAK & Co.

General Manager.

AMERICAN & ORIENTAL LINE.

NEW YORK VIA SUEZ.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISA.

384,324 S.V. DURRAY (Said), 4,191 GROSS TONS, PRAT REGISTRATION

JAPAN TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to:-

THE BANK LINE, LTD.

MANAGERS AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED

For

STEAMER SAILING

LONDON, GLANGOW, ROTTER-

DAM & HAMBURG

"KANAMA".....10th August.

Subject to change without notice.

Or to KILN & Co., Canton.

THE BANK LINE, LTD.

General Agents.

## NOTICE TO SHIPPERS AND PASSENGERS.



## SHIPPING

# P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND  
ARAB, EGYPT, EUROPE, &c.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

| S. S.     | Tons  | From<br>Hongkong<br>(about) | Destination                  |
|-----------|-------|-----------------------------|------------------------------|
| "SYRIA"   | 7,000 | 25th July                   | MARSHALL, LONDON & A'werp.   |
| "KALIAN"  | 9,000 | 15th Aug.                   | MARSHALL, LONDON & A'werp.   |
| "MANILA"  | 7,800 | 19th Aug.                   | MARSHALL, LONDON & A'werp.   |
| "DUNERA"  | 8,400 | 25th Aug.                   | Singapore, Colombo & Bombay. |
| "KASHMIR" | 8,400 | 2nd Sept.                   | MARSHALL, LONDON & A'werp.   |
| "KASHMIR" | 8,400 | 15th Sept.                  | MARSHALL, LONDON & A'werp.   |
| "SOMALI"  | 7,000 | 30th Sept.                  | MARSHALL, LONDON & A'werp.   |
| "BOUDAN"  | 6,700 | 14th Oct.                   | MARSHALL, LONDON & A'werp.   |

## BRITISH INDIA-APCAR SAILINGS (South)

| S. S.     | Tons  | From<br>Hongkong<br>(about) | Destination                                    |
|-----------|-------|-----------------------------|--|
| "TORILLA" | 5,200 | 15th July<br>at 1 p.m.      | Calcutta, via Singapore<br>Penang and Rangoon. |

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

| S. S.        | Tons  | From<br>Hongkong<br>(about) | Destination                                    |
|--------------|-------|-----------------------------|--|
| "KANOWNA"    | 7,000 | 25th July                   | Manila, Thursday Island.                       |
| "ST. ALBANS" | 4,500 | 22nd Aug.                   | Townsville, Brisbane, Sydney<br>and Melbourne. |
| "EASTERN"    | 4,000 | 18th Sept.                  |  |

## SAILINGS TO SHANGHAI &amp; JAPAN

| S. S.        | Tons  | From<br>Hongkong<br>(about) | Destination                  |
|--------------|-------|-----------------------------|------------------------------|
| "EURYALUS"   | 2,575 | 18th July                   | Swatow and Amoy.             |
| "MANILA"     | 7,800 | 19th July                   | Shanghai, Moji and Kobe.     |
| "JAPAN"      | 6,000 | 30th July                   | Shanghai, Moji and Kobe.     |
| "KASHMIR"    | 8,400 | 1st Aug.                    | Shanghai, Moji, Kobe & Yama. |
| "DUNERA"     | 8,400 | 7th Aug.                    | Shanghai only.               |
| "ST. ALBANS" | 4,500 | 22nd Aug.                   | Japan only.                  |

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by R.M.S. Company's steamers between  
Singapore and Calcutta via Singapore Madras in line of the section of  
their P. & O. Tickets Singapore to Colombo.  
All Cables are fitted with Electric Fans free of charge.  
Steamers and sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the  
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES  
Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents  
or advice.

Any damaged packages must be left in the Godowns for examination by the  
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.  
on MONDAYS and THURSDAYS. All claims must be presented within ten days of  
the steamer's arrival here, after which date they cannot be recognized. No  
claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fare, Freight, and Tolls, apply to—  
**MACKINNON, MACKENZIE & CO.**  
Agents.  
24, Des Voeux Road Central, HONGKONG.

## E. HING &amp; CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1116. 25, Wing Woo Street, Central.

## N. Y. K.

NIPPON YUSEN KAISHA.

SAILING FROM HONGKONG TO AMERICA.

SEATTLE & VICTORIA OR VANCOUVER via Manila,  
Keelung, Shanghai & Japan ports.Cargo to Overland Points U.S. in connection with Great Northern, Northern  
Pacific, and Chicago, Milwaukee & St. Paul Railways.SUWA MARU ... Friday, 29th July, at 11 a.m.  
FUSHIMI MARU (omit, Manila) ... Tuesday, 23rd Aug. at 11 a.m.  
KATOBI MARU ... Friday, 9th Sept. at 11 a.m.LONDON & ANTWERP via Singapore, Malacca, Penang,  
Colombo, Suez, Port Said & Marseilles.YOKOHAMA MARU ... Wednesday, 2nd August.  
KIKIST ... Middle of August.HAMBURG, MARSEILLES, LONDON & ROTTERDAM.  
LIVERPOOL & MARSEILLES via Suez.SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday  
Island, Townsville & Brisbane.NIKKO MARU ... Tuesday, 19th July, at 11 a.m.  
AKI MARU ... Tuesday, 18th Aug. at 11 a.m.NEW YORK & HAVANA via PANAMA.  
LYONS MARU ... Sunday, 14th August.SOUTH AMERICAN PORTS via Cape.  
KANAGAWA MARU ... Friday, 16th September.

BOMBAY &amp; COLOMBO via Singapore.

WAKASA MARU ... Monday, 25th July.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

RANGOON MARU ... Saturday, 2nd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.  
AKI MARU ... Saturday, 16th July, at 11 a.m.SHANGHAI, KORE & YOKOHAMA.  
YOKOHAMA MARU (Kobe direct) ... Thursday, 14th July.  
TEBORI MARU ... Sunday, 17th July.  
SADO MARU ... Friday, 23rd July, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA

Telephone No. 202.

## EARLIER TELEGRAMS.

(To the Editor of the "China Mail.")

## BRITISH SOLDIERS AT AMIENS.

PARIS, July 11th (delayed).  
General Lord Cavan represented the  
British Government at Amiens at the cere-  
mony of the bestowal of the Croix de  
Guerre upon a number of war-stricken  
villages. M. Elia (the deputy), in a  
speech, extolled the heroism of British  
soldiers in the battle around Amiens—  
Havre.

## MEXICAN OIL TAX DISPUTE.

NEW YORK, July 13th.  
The United States warships, which were  
despatched to Tampico in consequence  
of the danger of an outbreak of distur-  
bances arising from the dismissal of  
employees of oil companies, have now left  
Tampico.

## TRIAL OF WAR CRIMINALS.

PARIS, July 11th (delayed).  
Following French Government's action,  
the Belgian Government has asked the  
legal advisers from the Leipzig proceed-  
ings—Havre.

## PACIFIC CONFERENCE.

LONDON, July 13th.  
Opinion, official and public, in the  
United States is optimistic as regards the  
Pacific Conference, which, it is anti-  
cipated, will bring America again to  
the forefront in international politics.

The Times concurs that the Conference  
will mark the resumption by the United  
States of its rightful place in the com-  
munity of nations, and says that America  
is keenly interested whether the Empire  
will be represented by ministers or dele-  
gates outside the Cabinet.

The Times attacks what it calls "con-  
certed calls for Mr. Lloyd George and  
Lord Curzon to cross the Atlantic," and  
says that neither is fitted by his position,  
temperament or past career to take a  
direct part in the negotiations.

WASHINGTON, July 13th.  
President Harding has signed the  
Naval Appropriation Bill, carrying 410  
million dollars and including the Borah  
amendment authorizing and requiring  
President Harding to call a Three Power  
Naval Disarmament Conference.

SIAMSE JUDGES FOR INTER-  
NATIONAL COURT.

LONDON, July 13th.  
Dr. Eldon James, ex-Warden of the  
Law Faculty in Missouri University, who  
represents Siam at the Hague Arbitra-  
tion Court, has submitted four candi-  
dates for the eleven judgeships and four  
supplementary judgeships of the Inter-  
national Court of Justice, namely, Phya  
Kritika Nakornkitch, Director of Justice  
in the Supreme Court of Siam; Phya  
Chinda Pyrom, of the Civil Court of  
Siam; Dr. Roscoe Pound, Warden of the  
Law Faculty in Harvard; and M. P.  
Fris, of the Supreme Court of Denmark.

## THEATRE NOVELTY.

## SOMETHING REALLY NEW.

## HYPNOTIC SPELL OF SPANISH BALLET.

You saw a party of a dozen Spanish  
folk, men and women, in fine attire,  
ranged round a small dais, when the  
curtain went up on "Cesario  
Flamenco" at the Princess Theatre  
last night. And after a couple of  
guitarists had tuned up a woman  
began a song in the strangest of  
raucous tones.

An anxious moment! The tuneless,  
timeless song and the guttural voice  
seemed possible to strain to breaking  
point the Londoner's faith that what  
the Russian Ballet offers will "do"—  
will beautifully and surprisingly "do."

Well, we jumped to it. That voice,  
which creaked like a viola, took us to  
Andalusia, next door to Moorish  
lands, murezzins and so on. The  
strain eased. The Russians' depart-  
ure, in taking under their wing a  
genuine, undiluted cafe-concert party  
from Seville, is not the least of their  
surprises, and it will do splendidly.

The music? Thrumming of  
guitars, clapping of hands, stamping  
of feet. It sets up rhythms which  
work a sort of hypnotic spell, and  
then one or another of the dancers  
comes forward and performs in a  
space the extent of a dining-room  
table—cango and farfucca, garrofin  
and jota are danced.

One felt a bit of a barbarian before  
the subtlety of these women's art.  
Their feet move by little.  
Their bodies sway and curve  
with a singular expression of con-  
tained passion. The men's dances  
are genuinely masculine. The fury  
of the repeated rhythms in the guitar  
and clapping accompaniment makes  
you understand the poet's phrase  
about the "thunder" of the Maracaibo  
tambourines.

The dancers wore splendid clothes  
from the designs of the ingenious  
Picasso. La Minarita was the sur-  
prising singer. Mme. Dalbrulin  
danced the farfucca—a superbly hand-  
some creature.

The sight of the legless dancer,  
Mate (who has been amputated at  
both knees) was painful, yet truly in  
the picture. The dwarf in the  
canvases of Valesquez and the queer  
horror of Goya are the justification  
of this dance. A furious jota, by  
La Lopez and El Moreno, came last  
—the real thing, this after the civil-  
ized, tame jotas of our symphony con-  
certs.

## WHEN YOU EAT TOO MUCH.

DISTRESS in the stomach after eat-  
ing is relieved by taking one of  
Chamberlain's Tablets. Try it the next  
time you eat more than you should. For  
sale by all Chemists and Druggists.

## AMERICA'S TRADE.

## NEW TARIFF LAW.

## FOREIGN CREDIT QUESTION.

America's Emergency Tariff Law  
became effective for a period of six  
months. At the same time President  
Harding is conferring with the coun-  
try's leading financial lights in an  
effort to devise a foreign trade policy  
which will stimulate exports and  
revive commerce generally, and there  
are many here who wonder how the  
two actions are to be reconciled. The  
new Tariff Law, it is claimed by critics,  
is designed to prevent foreign coun-  
tries liquidating their indebtedness  
here in the only practical manner—  
that is, through the sale of goods.  
While it is evidently the intention  
of the Republicans to protect Ameri-  
can industry from "cheap foreign  
competition," at least until the folly  
or wisdom of their methods has been  
established, it is somewhat encourag-  
ing to note the unanimity of opinion  
that there must be no further delay  
in the adoption of a liberal credit  
programme which will permit you to  
purchase here.

It is true that President Harding  
made it clear that he wishes to assure  
American capital being used only  
for the purchase of American goods,  
and has intimated that Washington  
will frown on further foreign loans  
unless the proceeds are spent here.  
All suggestions emanating from the  
White House, however, are recognised  
as "feelers," and in many quarters  
the hope is expressed that the  
President will be advised in his con-  
ferences with leading business men  
that Europe must be assisted to trade  
goods for goods if further credits on  
account of exports are to be facilitated  
and existing loans liquidated.

Another question very much oc-  
cupying Washington attention now  
is that of refunding the Allied debt  
and accumulated interest. Mr.  
Harding has expressed the hope,  
rather than offered any plan, that  
loans to foreign Governments can  
be converted in such a way as to place  
them in the hands of the American  
investing public by exchanging them  
for America's own war bonds, or  
selling them direct. Prominent  
financiers with whom I have discussed  
the proposal declare that the plan  
is ideal theoretically, but that there  
are many difficulties likely to arise  
in its application. Aside from the  
bonds of Great Britain, it is doubted  
whether the American public will be  
willing to accept Five and a Half  
per Cent. bonds on foreign Govern-  
ments' guarantee, and it was question-  
ed whether Great Britain, France,  
and Italy would consent to what  
might be regarded as the indignity  
of American Government endorse-  
ment.

The seriousness of the recent trade  
slump in this country was emphasised  
by the numerous industrial  
concerns which felt obliged to suspend  
their Preferred and Common stock  
dividend payments. The New York  
stock market also has to contend  
with a violent break in foreign ex-  
change quotations, which, while,  
popularly attributed partly to the  
accumulation of dollars on your side  
on account of German reparation  
payments, and partly to speculation  
here, has rather mystified the local  
bankers.

The business situation in America,  
according to the trade reports, is  
slowly improving, but the leaders  
of the steel trade and others are  
frankly pessimistic regarding the pros-  
pects of any substantial business  
revival in the next six months. The  
American railways, by reason of  
helpful economies and an indicated  
peaceful readjustment of their wage  
scale, promise to lead industry back  
to its normal stride when the time  
comes.

## EXPENSIVE COURTSHIP.

## A MILLIONAIRE'S BILLS.

## A FORTUNE ON JEWELS.

LONDON, June 5.—The American  
millionaire, lumberman, Mr. J. S.  
Joyce, says that during the fourteen  
months of the courtship and his brief  
period of matrimony with Peggy  
Hopkins, the artist's model and  
chorus girl, it cost him £350,000. Mr.  
Joyce makes this declaration in an-  
swer to the demand of his wife for  
£30,000 a year as temporary alimony  
and £25,000 for lawyers' fees  
pending the hearing of the  
suit for annulment of the  
marriage and her counter-suit for  
divorce. The husband says he is  
unable to pay these sums because he  
is still in debt for accounts which he  
ran up to provide his wife with  
jewels. He declares she spent  
£134,250 on jewels and contracted  
for £100,000 worth in addition and  
says that while Peggy Hopkins was  
spending all this money his mother,  
the principal owner of the Joyce  
estate, one of the largest in the  
country, spent less than £1250 on  
herself.

## TERRIFYING ORDEAL.

## FOUR DAYS IN A CUPBOARD.

## CHILDREN'S ADVENTURE.

A seven-year-old boy and a five-  
year-old girl escaped death from  
starvation and confinement by the  
narrowest margin, when they were  
released after being locked up in a  
small dark cupboard in an empty  
house at Watertown, New Jersey, for  
four days and nights. Harry Farber  
and Bella Wiener, while playing hide  
and seek, squeezed into a cupboard  
six feet high, four feet long, and  
sixteen inches deep, and closed the  
door, which has an automatic lock  
on the outside. Little Harry, from his  
hospital cot told newspaper reporters  
that he was not particularly frightened  
when he found the door locked, al-  
though he admitted crying a little  
when his small companion lost con-  
sciousness, or, as he termed it, "went  
to sleep," so that he could not awaken  
her. In their waking moments the  
children kicked the door and shouted,  
but they gradually became weaker  
and they knew the difference between  
night and day only by the noises in  
the street. To pass the time away  
and help cheer up the little girl, who  
constantly cried for her mother, the  
boy sang nursery rhymes and told  
fairy tales but the "hole in his  
stomach" got worse, and he remem-  
bers dropping off to sleep and nothing  
more until he was rescued.

The parents and neighbours were  
meanwhile searching high and low  
and dragging the river, until the  
brother of little Bella thought of a  
visit to the empty house. He heard  
moans in the cupboard, and discover-  
ed the little ones unconscious.  
Physicians declare that the children  
are too young to suffer any mental  
torture over their horrible experience,  
and will remember only the physical  
strain of cramped limbs and lack of  
food and water. Both will soon be  
as well as ever.

## NOTICES TO CONSIGNEES

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

## FROM EUROPE AND STRAITS.

THE Company's Steamship  
"YOKOHAMA MARU,"  
having arrived from the above Ports.  
Consignees of Cargo are hereby informed  
that their Goods are being loaded and  
placed at their risk in the HONGKONG  
and KOWLOON WHARF AND GODOWNS  
and Godowns at Kowloon, where each con-  
signment will be sorted out mark by mark and  
delivery can be obtained as soon as the  
Goods are landed.

Optimal Goods will be carried on  
unless instructions are given to the  
contrary before NOON, TO-DAY.  
Goods not cleared by the 10th July,  
1921, will be subject to rent.  
Damaged packages must be left in the  
Godowns for examination by the Consignees  
and the Co.'s representatives at an appoint-  
ed hour on TUESDAY and FRIDAY.  
All claims must be presented within  
three days of the steamer's arrival  
here, after which date they cannot be  
recognized. No claims will be admitted  
after the goods have left the Godowns.

N.B.—A portion of the cargo per  
this steamer for Hongkong was trans-  
shipped at Singapore, into s.s.  
"YEBOSHI MARU," which is due  
here on or about the 18th inst.

## NIPPON YUSEN KAISHA.

## Agents.

Hongkong, July 13, 1921.

## MITSUBISHI SHOH

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COAL, CEMENT, IMPORTS AND  
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KINSHIRO, YOSHINOYARI  
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MADA, AND OTSUKI.

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Hongkong, Canton, Manila,  
Singapore, Rangoon, London, Paris,  
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K. KOMURA, Manager,  
No. 14, PRINCE STREET, HONGKONG.

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"West Henshaw" ... 23rd July.  
To LOS ANGELES & SAN FRANCISCO  
(Via HONOLULU.)

"West Lipp" ... 15th July.  
To VANCOUVER & SEATTLE (Via MANILA).  
"West Lion" ... 25th August.

Also, cargo accepted for Transshipment at San Francisco  
and/or Seattle to weekly sailings for  
NEW ORLEANS, SAVANNAH, NORFOLK,  
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Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.  
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## T. K. K.

## TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

| STEAMER      | TONS   | LEAVES HONGKONG |
|--------------|--------|-----------------|
| SHUNYO MARU  | 12,000 | July 15th.      |
| PERIA MARU   | 8,000  | July 24th.      |
| TAIYO MARU   | 12,000 | Aug. 12th.      |
| FIBERIA MARU | 20,000 | Aug. 27th.      |
| TENYO MARU   | 12,000 | Sept. 9th.      |
| KOREA MARU   | 12,000 | Sept. 26th.     |

## SOUTH AMERICAN LINE.

## HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO  
SALINA CRUZ, BALBOA, CALLAO, MOLLENDU, ARIQUA & IQUIQUE.  
THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

| STEAMER        | TONS   | LEAVES HONGKONG |
|----------------|--------|-----------------|
| "CHOY I. MARU" | 12,000 | July 26th.      |
| GINYO MARU     | 12,000 | August 16th.    |

\*Cargo only.

For full information regarding passage, freight and sailings, apply to—

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China, Japan and Philippine Island Ports.

"WEST JAPPA" 15th July.

Further sailings to be announced later.

Through Bills issued to all Overland Common Points  
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## "VAN CLOON"

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This Vessel offers excellent Cabin-accommodation for Saloon-passengers

Single and double cabins.

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Have Just Received a New Shipment of

## PYREX

TRADE MARK REGISTERED

### TRANSPARENT OVEN WARE

Saves Fuel, Food and Labor

PYREX saves about one-half the fuel usually required, because it absorbs nearly all the oven heat and bakes food quickly.

PYREX saves food in many ways. Meats, vegetables, etc., when cooked in PYREX, retain their natural color and flavor to such a degree that economy may be practiced in buying the less expensive kinds and yet have delicious food. Most foods usually cooked on top of the stove can be better prepared in the oven.

PYREX saves labor—it is always free from grease and odors, for nothing can penetrate the hard smooth surface. You can wash it as easily as your china and silver.

Every practical shape and size for baking is made in PYREX. It is ready for immediate use and never discolors, rusts, cracks, dents or chips.

#### BAKING DISHES OVAL

|                             |        |
|-----------------------------|--------|
| No. 400 Oval Shallow Ex 3oz | \$1.50 |
| No. 401 " " " 10 " "        | 1.75   |
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| No. 403 " " " 14 " "        | 2.25   |

#### BAKING DISHES ROUND

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|------------------------------|--------|
| No. 180 Round Deep 2 1/2 qt. | \$5.00 |
| No. 121 " " " 8 " "          | 4.50   |
| No. 122 " " " 1 1/2 " "      | 3.25   |
| No. 123 " " " 1 " "          | 2.75   |
| No. 124 " " " 1/2 " "        | 2.00   |

#### ROUND EGG POACHERS

|                       |     |
|-----------------------|-----|
| No. 452 6 oz. 90 cts. | 42c |
| No. 453 8 " 1.00      | 42c |
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#### BAKING DISHES STANDARD

|                     |        |
|---------------------|--------|
| No. 464 Round 1 qt. | \$2.75 |
| No. 465 " 1 1/2 " " | 3.25   |
| No. 466 " 2 " "     | 4.50   |

#### GENERAL UTILITY DISHES

|                     |             |
|---------------------|-------------|
| No. 321 OBLONG      | \$3.25 Each |
| CUSTARD CUPS        | 90 cts.     |
| No. 428 Round 6 oz. | 90 cts.     |
| No. 429 Oval 4 " "  | 90 cts.     |
| No. 427 " 5 " "     | \$1.25      |

WHITEAWAY, LAIDLAW & CO., LTD

#### SHIPPING.

##### A. B. L. MOTOR SHIP.

##### PARTICULARS OF ENGINES.

The North British Diesel Engine Company are supplying the engines for the twin-screw motor ship "Domala," which is being built by Messrs. Barclay, Curle and Co., Ltd., for the British India Steam Navigation Company. The ship will be of the combined passenger and cargo type, her deadweight capacity being 10,500 tons, and she will provide accommodation for 100 first class and 50 second class passengers. Her length over all is 464 feet, and her depth 35 feet 6 inches.

The engine is of the four cycle short-piston, cross-head type, the cylinders being carried in an entablature mounted on box-section cast-iron A frames. The bases of the frames are fixed to the girders of the bed-plates by studs and fitted bolts, the top flanges forming another entablature for the closing plates below the cylinders.

The following are the general dimensions:

Designed sea speed (loaded) 13 1/2 knots.

Main engines—4,600 i.h.p. (4,000 shaft h.p.).

Auxiliaries—1,400 h.p. No. of cyl. main engines 8 per engine.

Cyl. power and piston stroke 26 1/2 in. by 47 in.

Engine speed—96 r.p.m.

Piston speed—732 ft. per min.

Daily fuel consumption (main engines)—18 tons.

Fuel-oil used on test bed Anglo-Persian.

Fuel consumption—0.42 lb. per b.h.p.

Time of reversing—8 seconds.

The high power of the auxiliary engines is due to the fact that all the crew's and passenger accommodation will be electrically heated and to the air compressors being separately driven.

Long steel bolts, two per frame, are run from the top of the cylinder entablature through the frames down to the bed-plate cross girders to relieve the A frames from longitudinal stress. The bed-plate is made in four sections, and is of the usual form, with strong box-section fore and aft, carrying lateral box-section girders which form seats for the

main bearings. Of circular form, the main bearings are of cast-steel lined with white metal. The cross-head slippers are of the single-sided type.

Box-pistons with a concave crown are adopted and are sea-water cooled. They are arranged to be withdrawn either from top or below. It is interesting to note that the cooling-water supplied for the pistons is independent of the cooling-water for the cylinders; although sea-water is used for both purposes.

One of the most interesting features about this engine is that no air-compressors are driven directly by the main motors, and compressed air for fuel-injection—also for starting and manoeuvring—are furnished by two auxiliary Diesel engines driving compressors arranged on the port and starboard sides of the engine-room respectively. These auxiliary Diesel engines are six cylinder four-cycle sets of 400 b.h.p. driving three separate stage vertical air-compressors. Each set has sufficient capacity for serving both main engines at full power, the other acting as a standby or for use when an unusual amount of manoeuvring has to be done.

In the case of similar engines now being built for a motorship owned by the Union Steamship Co. of New Zealand, the main air-compressors are driven off the crankshaft. The original reason of this was that the motorships for the British India Steam Navigation Company require a little more power. This was secured without increasing the size of the main engines, but by operating the compressors by auxiliary engines. However, it is noteworthy that additional benefit will be gained by taking the compressors away from the main engines, because the Union Steamship Company's vessels will be obliged to carry a full crankshaft as a spare, whereas if the air-compressors were independent they would only have to carry half a crankshaft, as in the case of the "Domala." In view of the power of engines, a complete crankshaft is a costly and heavy fitting to carry.

With regard to the valve-operating and manoeuvring-gear, the camshaft is carried on brackets bolted on the cylinder entablature and the motion from the cam is transmitted to the valves by means of short steel push-rods and cast-steel rockers. Separate cast-iron cams are arranged for ahead and astern running, the same being

brought into action respectively by lowering the camshaft moving it endwise and raising it again.

Regarding the seven-days non-stop full-power run of the port main engine, every satisfaction was given. At the end of the test the engine was manoeuvred several times at full load and finally reduced in speed to 28 revolutions per minute, at which speed the cylinders all fired regularly. The table which we give is an average sample of the readings taken on the full-power run. The brake horsepower developed was 2,008 at 98 r.p.m., with a mean-effective pressure of 99 lbs. on a fuel consumption of 0.42 lb. per shaft h.p. hour.

#### PORT OF MARSEILLES.

##### MANY IMPROVEMENTS THIS SUMMER.

The port of Marseilles is to have a number of important alterations and improvements made to it this summer. Plans have just been drawn up to provide improved facilities at eight of the principal French ports, including that of Marseilles. These have already been authorised by the Government and work is to commence in the near future.

The plans for Marseilles include the building of a large floating dock, to be named the Mirabeau, which it is estimated will cost about 123 million francs. At the present moment work is going on in the construction of another big dock, called the President Wilson dock. It is also stated that the work of widening and deepening the canal from the Rhone to Marseilles which was started many months ago will be finished this summer. The cost of these improvements will be estimated run into several hundred million francs.

The port authorities of Marseilles still continue to send in bitter complaints to the Government about the old French warships, condemned shortly after the war ended and which have been lying up there ever since occupying valuable quay space.

#### AN INSULT TO BRITISH FLAG.

##### BRITISH INDIA STEAMER BOARDED BY TURKS.

Further details are now available about the audacious outrage committed against the British Flag by Nationalist Turks at Adalia on May 6. The steamer Paltapa, of Glasgow, belonging to the British India Steam Navigation Company, was boarded while lying in the roadstead by an officer of the Nationalist police and a number of armed policemen.

The officer demanded the surrender of certain passengers, who had embarked at Mersina. The master of the ship refused, but meanwhile the Turkish policemen ran about the ship arresting, beating, and shooting the wanted men, who were thrown over the sides into their boats. One policeman, armed with a revolver, prevented the Chief Officer, who was on the bridge, from sounding the ship's siren in order to warn the Italian garrison in the town. Ten Turks and one Armenian, travelling from Mersina to Smyrna with their passports in order and visited by the French, were thus arrested, one was shot in the stomach while still on board and one was stabbed in the mouth. These two are reported to have died after being taken ashore. After all was over, the Italian authorities came on board, and held an inquiry into the affair. For many months past, it has been impossible for British subjects, other than ships' officers having special business ashore to enter Adalia, as the Italian authorities there refuse to guarantee them against attack, but this is the first time that a British ship lying in the roadstead has been attacked.

#### MAKING THE LARGEST GYROSCOPE IN THE WORLD.

Thirty years ago gyroscopes were looked upon only as a mystifying toy for the children or a device for the knowledge of higher mathematics when theorising on gyroscopic law and reaction.

Then gyroscopes never "grew" more than a few inches in diameter. But about this time Mr. Elmer A. Sperry set himself to employ the interesting peripatetics of the gyroscopes to some good use. We are already

familiar with the ever-increasing application and manifold advantages of the gyro-compass, and it is, therefore, gratifying to see such rapid progress made in this new application of the gyroscope as a stabiliser to prevent a vessel's roll.

An important milestone in the progress of stabiliser development is shown in the first stages in the manufacture of the world's largest gyroscope. The gyroscope, suspended in the yard of the Bethlehem Steel Company, weighed 275,000 lbs. From this was worked out a forging weighing approximately 205,000 lbs. This, when machined, will form a rotor 13 feet in diameter and 22 1/2 inch face, weighing 100,000 lbs.

These interesting ratios of weight show the great amount of extra material sacrificed to produce a large forging of homogeneous structure.

Two of these rotors, bolted together with shaft stubs and spinning motor will weigh approximately 226,000 lbs. This mass, weighing only 100 long tons, will stabilise an 18,000-ton passenger liner, the steamer "Huron," formerly the "Frederick der Grosse."

The stabiliser will be completed and installed during the early fall, and shipping men throughout the world are looking forward with keen anticipation to the opportunity of observing a large passenger liner freed from roll and made independent of the elements.

#### GENERAL NOTES.

Advice was received in Melbourne on June 13 that the Commonwealth Government line of steamers will shortly enter upon a regular cargo service between London and Fiji, by way of Panama. It is understood that negotiations for this service have been in progress for some months.

The following notice to mariners has been issued from the Singapore Master Attendant's office:—Dredging operations being carried out at Empire Dock have now been completed. Dredging operations will be commenced at the West Wharf on or after July 6 during the hours of daylight only. The dredger will fly a signal i.e. two black balls hoisted vertically, six feet apart. Vessels are warned to navigate in her vicinity and avoid anchoring in the vicinity of her moorings.

The chances of saving the "Altenburg" which foundered by the Humber Light, near Lima Island, in October last year are fair in the light of the latest information. The work of saving is being carried out under the supervision of Mr. De Groot and though metaphorically there are some rocks ahead before the vessel "ploughs the main" again, the outlook of doing so is very hopeful. The rift in the late is in the shape of the boilers of the "Glenroy," wrecked in the same spot some years back and over which the bottom of the "Altenburg" lay. Once the "Altenburg" is got away from these impediments she is saved. Already four holes in her have been patched up.

The Soviet Government has at last, after much prompting from their delegation in Britain agreed to allow a representative of Lloyd's to go out to Petrograd to report on the situation in the port there. It has taken Moscow a long time to digest the fact that British shipowners attached no credence whatsoever to reports coming from Russian sources. This was proved when the brokers of the Bolshevik delegation could not find at the Baltic Exchange tonnage sufficient to ship 4,000 tons of wheat bought by M. Kravtsov for Russia, for the simple reason that even in the present period of depression and low freights shipowners refuse to risk their vessels in waters controlled by untrustworthy Bolshevik agents.

The private hire of aeroplanes is increasing. For 2s. 6d. a mile you can obtain a machine carrying yourself and a companion, as well as the pilot. The other day a party, after lunching in London, flew down to Brighton, had a leisurely tea, and returned by air for dinner in town. With a fleet of new machines, built to improved designs, four passengers instead of two will be carried without any increase of engine power. This may enable rates for air hire to be reduced to about 6d. a passenger per mile.

#### HOME TRADE.

##### MANCHESTER MARKET.

##### LATEST WEEKLY REPORT.

Messrs. James F. Hutton & Co., Ltd., Manchester, reported on Wednesday, June 9—

In the midst of many harassing features, proposed wage reductions almost throughout the industry have forced the labour situation into the forefront of trading difficulties. The readjustment of wages on a lower level is proving no easy problem, and in addition to the coal mines being still shut down, we are now faced with a complete stoppage in the cotton industry. The conference of employers and operatives having failed to arrive at an agreement, although it was generally anticipated they would, all spinning and weaving mills closed on the 4th instant. Prior to that cotton had been largely weaker and the immediate result of the negotiations breaking down was a sharp drop in New York quotations. This has not however been reflected in Liverpool prices which have actually advanced since the stoppage commenced.

The issue of the Bureau New crop report was awaited with much interest in the early part of the week but its publication caused little change. The condition of the crop on May 25 was given as 66 against 62.4 last year, 75.6 in 1919 and a ten year average of 76.7. Yarn and cloth business has been reduced to a minimum owing to the wages deadlock. Producers are not keen to book fresh orders so long as the outlook remains so uncertain and buyers show little inclination to purchase in spite of a fairly good general enquiry, for delivery has become more indefinite than ever and should the

## DAIRY FARM NEWS.

Just received ex S.S. "Glenluce" direct from the Scottish Fisheries:—

|              |                  |
|--------------|------------------|
| FILLETS      | 80 cents per lb. |
| HADDOCKS     | 70 " "           |
| KIPPERS      | 80 " "           |
| RED HERRINGS | 80 " "           |

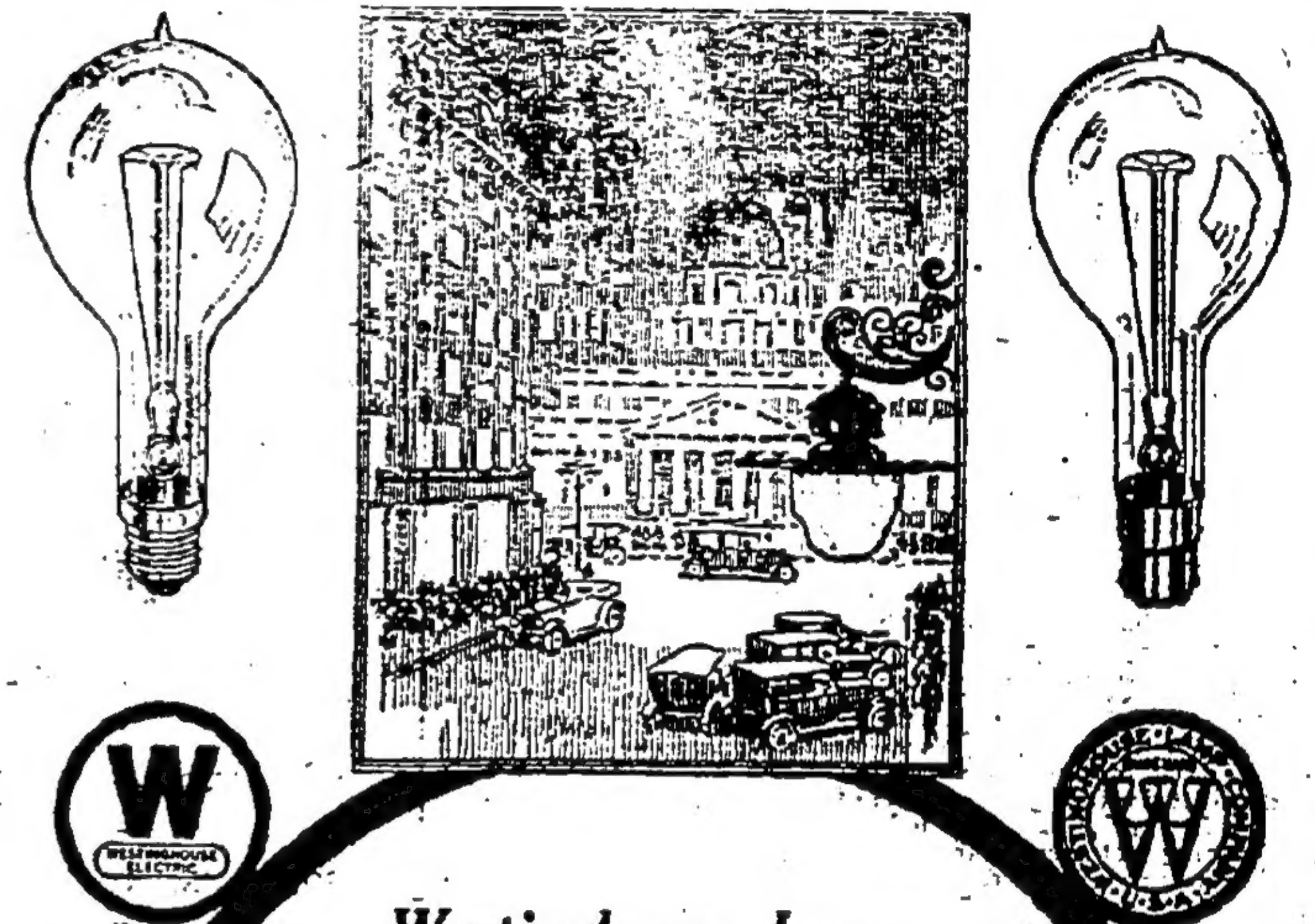
#### CHEESE

|                    |                |
|--------------------|----------------|
| GRUYER             | \$1.80 per lb. |
| GOUDA (Full Cream) | 1.25 " "       |
| EDAM               | 8.50 " Ball    |

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

stoppage be prolonged the effect on the raw material has yet to be seen. Our market has in fact relapsed into the very dull state, but although there is much disappointment that events should have taken such an untoward turn, when there appeared to be every likelihood of a steady improvement, there is also a feeling that merchants, burdened with heavy stocks stand to gain some relief from these enforced stoppages. Prices are seldom seriously tested, but are again practically unchanged. The demand from Calcutta and India generally has gradually diminished to extremely unimportant transactions but there was a much better enquiry from China as a result of which some business has been done.

Liability to a duty of \$253, four cases containing in all 164,710 cigarettes and 32 lbs. of Chinese tobacco were seized by revenue officers at Shaukiwan yesterday afternoon. A shopkeeper, alleged to be the police to have received the tobacco from a junk, appeared at the City Police Court this morning represented by Mr. C. H. Lyson. Magistrate Orme having announced that the case would be heard on Tuesday next and that the defendant would be allowed bail of \$1,500 in the meantime, Mr. Lyson asked his client to make bail \$1,000. The Magistrate said that he was at first going to make bail \$2,000, but had fixed it at \$1,500 as the defendant had a shop.



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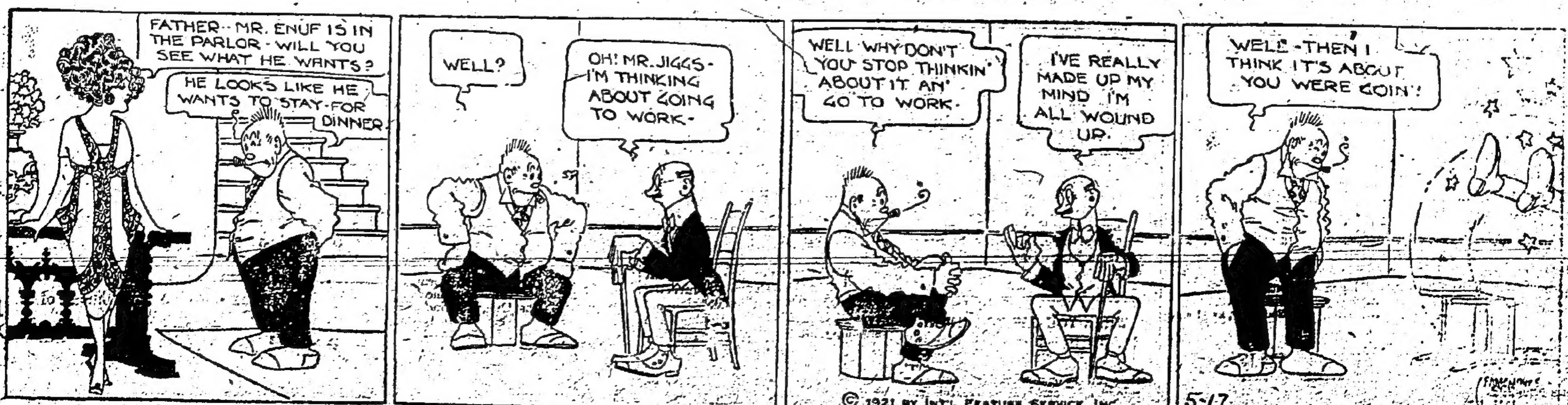
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R.G.A. team to-morrow evening at 6